

TREASURY DEPARTMENT
UNITED STATES COAST GUARD

INSTRUCTIONS
CUSTOMS, NAVIGATION, AND
MOTOR-BOAT LAWS
AND
DUTIES OF BOARDING OFFICERS

1923



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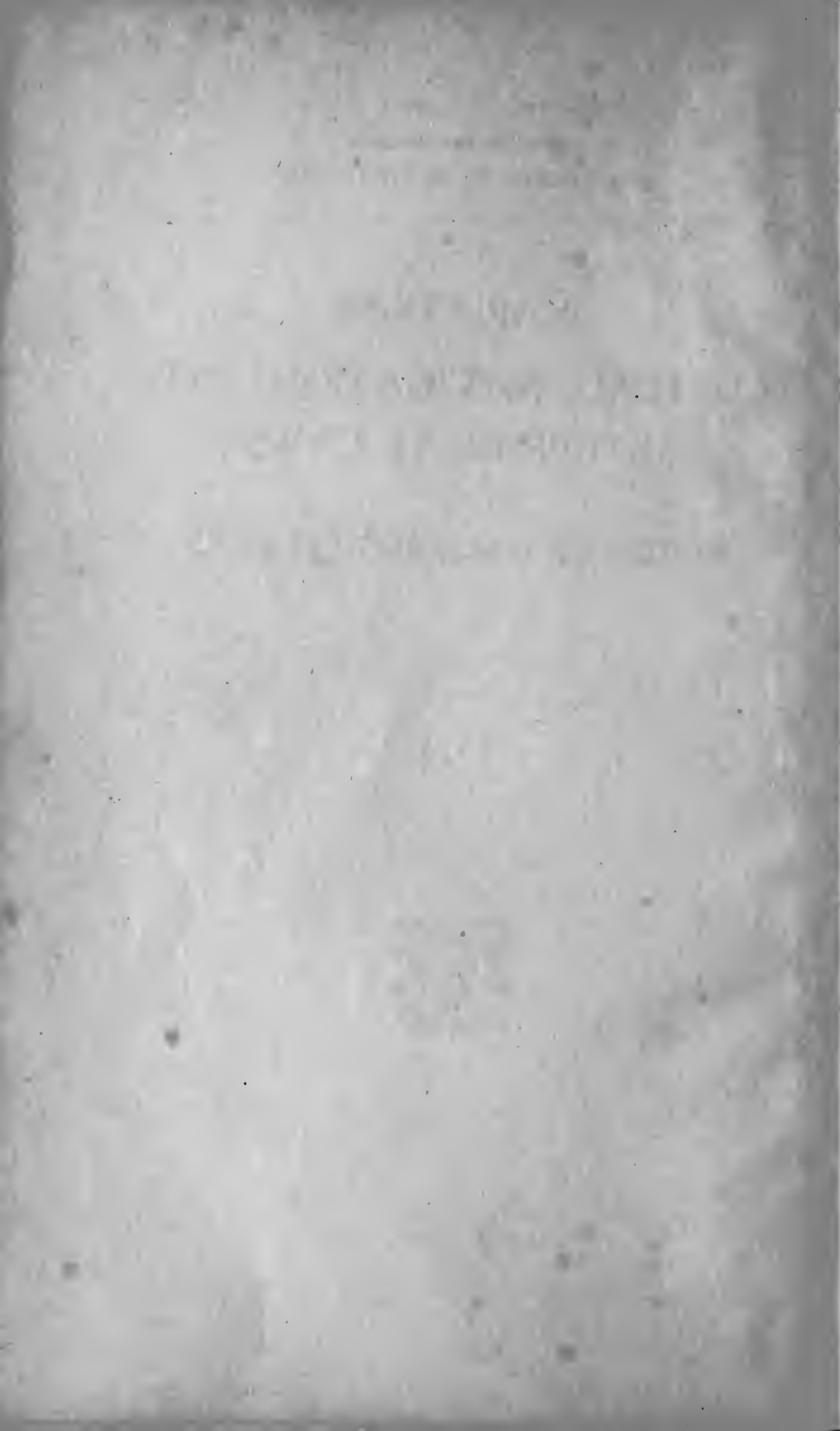
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" PATROL BOAT "

J. C. GUTH² EX







TREASURY DEPARTMENT
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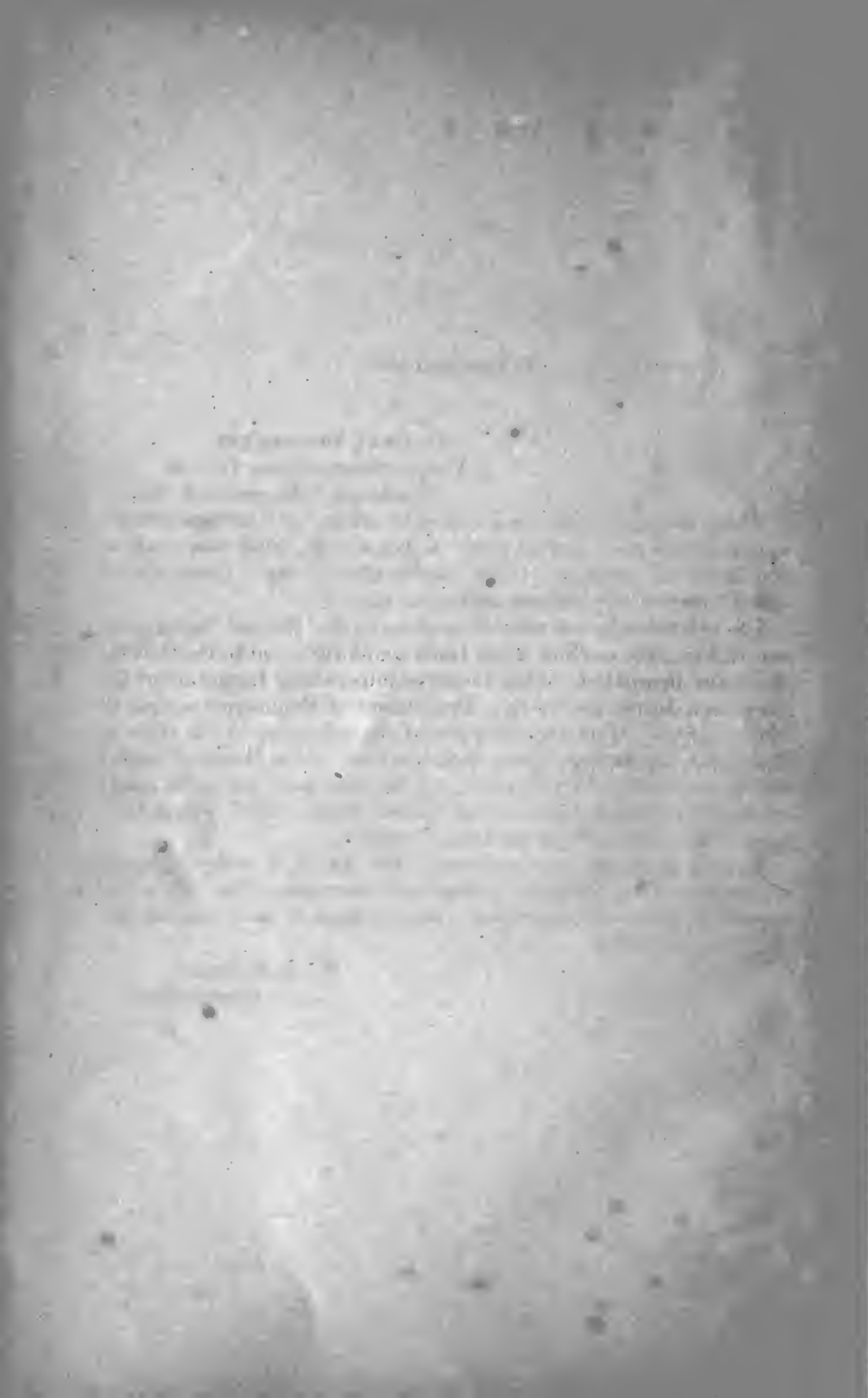
TREASURY DEPARTMENT,
Washington, December 6, 1923.

The following Instructions Relative to Customs, Navigation, and Motor Boat Laws and Duties of Boarding Officers in the Coast Guard are approved and issued for the guidance of those concerned.

McKENZIE MOSS,
Assistant Secretary of the Treasury.



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INTRODUCTORY.

TREASURY DEPARTMENT,
UNITED STATES COAST GUARD,
Washington, December 6, 1923.

Where the expressions "revenue-cutter officer" or "revenue cutter" appear in the laws enacted prior to January 28, 1915, they shall be considered as meaning "Coast Guard officer" and "Coast Guard cutter," respectively, subsequent to that date.

The references given refer to sections in the Revised Statutes, to acts of Congress, sections in the tariff act of 1922, and to the General Rules and Regulations of the Board of Supervising Inspectors of the Steamboat Inspection Service, Department of Commerce, edition of May 14, 1920. With the exception of the references to the General Rules and Regulations (ocean and coastwise) of the Board of Supervising Inspectors, the references, for the most part, are to be found in the "Navigation Laws of the United States, 1919," which have been issued to all units of the Coast Guard.

In making reports of violations of the law, it is well to refer to the section of the statutes or other reference quoted for full information, as many of the articles in this publication have been briefed for ready reference.

W. E. REYNOLDS,
Commandant.





RIGHT TO BOARD AND SEARCH.

1. Any commissioned officer, or a warrant or a petty officer of the Coast Guard, in command of a vessel or a station, has the right to *board* and *search* any merchant vessel of the United States at any time, either in home waters or within 4 leagues of the coast of the United States (tariff act 1922, sec. 581), and to *seize* such vessel for a violation of the laws of the United States warranting seizure. In all cases where the right to *search* is exercised there must be responsible grounds for suspecting that there has been a violation of the law.

2. Such officer has the right to *board* and *search* any foreign vessel if within 3 nautical miles of the coast of the United States or of the coasts of any islands owned by the United States, and to *seize* such vessel for a violation of the laws of the United States warranting seizure. Should the boats of any foreign vessel come within 3 nautical miles of the coast of the United States or its island possessions and there violate any law of the United States, the vessel herself may be held liable, even though she herself may not have entered the territorial waters of the United States.

3. He has the right to *approach* any foreign vessel found within 12 nautical miles of the coast of the United States or her island possessions and by speaking or signaling the vessel ascertain if she be bound to a port of the United States. If such vessel be bound to a port of the United States, she may be *boarded* and *searched*, and if violating the laws of the United States to an extent warranting seizure, she may be *seized* upon arrival in United States territorial waters. If she be not bound to a United States port, the officer has no right to board, detain, or search this vessel, no matter what her cargo may be, or how suspicious her actions may be. Where the law gives him the right to *board*, *search*, or *seize*, he may use any force at his disposal to accomplish this purpose. The actual seizure may not be made until the vessel is within 3 miles of the coast.

4. When any vessel is encountered more than 12 miles from the coast of the United States or her island possessions, any armed vessel of the United States may *approach* her and ascertain her *nationality*, but unless she be a vessel of the United States there is no authority for *detaining*, *boarding*, or *searching* her, and she can not even be required to stop or to heave to for the purpose of showing her identity.

5. If any foreign vessel be encountered within 3 nautical miles of the coast of the United States or her island possessions and if, instead of heaving to or stopping when ordered to do so by an armed vessel of the United States, this foreign vessel attempt to escape, she may be chased and stopped by force, even though she may have proceeded during the chase more than 12 nautical miles from the coast of the United States: *Provided, however*. That if the vessel

RIGHT TO BOARD AND SERVICE

It is a common knowledge that in a number of a great number of cases, the colored people of the United States are denied the right to board and service on the public carriers of the United States. This is a violation of the rights of the colored people of the United States, and it is a violation of the rights of the United States. It is a violation of the rights of the colored people of the United States, and it is a violation of the rights of the United States.

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succeed in entering the territorial waters of a foreign country the right to chase ceases, nor can it be taken up anew should the foreign vessel subsequently emerge from foreign waters, unless she again comes within 3 nautical miles of the coast of the United States or its island possessions, under which circumstances a new chase may be started. Considerable care must be exercised in using the right enunciated in this paragraph, for the reason that should the foreign vessel thus boarded prove to be innocent she would have a claim against the officer who boarded her for any trouble which she might have sustained through being delayed.

6. An armed vessel of the United States has no authority to enter foreign waters for the purpose of enforcing our laws. No matter how grave her violation of the laws of the United States, short of piracy, a merchant vessel of the United States while within foreign waters may not be *searched* or *seized* by an armed vessel of the United States.

7. The master of every vessel laden with merchandise and bound to any port in the United States shall produce the original manifest of the cargo on board for inspection of any officer of the customs who may first go on board the vessel. (Sec. 583, et seq., tariff act, 1922.)

8. The unloading of any part of the cargo of vessels bound from foreign ports within 4 leagues of the coast of the United States is prohibited, except in cases of stress of weather, accident, etc., until such unloading has been duly authorized by the proper officer of the customs. This provision of law applies to foreign as well as American vessels. (Sec. 586, tariff act, 1922.)

9. Vessels on to which merchandise shall be received from another vessel in violation of section 586, tariff act, 1922, together with the merchandise, are subject to seizure and forfeiture, and the master is liable to a penalty equal to twice the value of the merchandise, but not less than \$1,000. (Sec. 587, tariff act, 1922.)

10. It is lawful for customs officers and officers of the revenue cutters (now Coast Guard cutters) to go on board any vessels in any port of the United States, or within 4 leagues of the coast thereof if bound to the United States, whether in or out of their respective districts, for the purpose of demanding the manifests and of examining and searching the vessels. If it shall appear that any breach or violation of the laws of the United States has been committed whereby any merchandise on board of or imported by such vessel is liable to forfeiture, the same shall be seized, and any person engaged in such breach or violation shall be arrested. (Sec. 581, tariff act, 1922.)

11. It will be observed that the duties of customs officers indicated above are restricted to vessels bound to the United States. They should, therefore, prior to attempting to board a vessel outside the 3-mile limit, determine in a satisfactory manner whether the vessel is so bound. Representatives of the Department of Justice and of the State Department have advised Headquarters informally that this question should be determined by hailing a vessel, and that the reply made to such hailing should be accepted as final unless some overt act clearly indicates a contrary purpose.

12. Coast Guard officers are officers of the customs. They are authorized to go on board all vessels which arrive in the United





States or within 4 leagues of the coast, search and examine the same, and demand, receive, and certify the manifests required to be on the vessel. (R. S. 2760.)

13. R. S. 2764 authorizes the employment of the Coast Guard flag and pennant on Coast Guard vessels. The unauthorized use of the pennant and ensign by any other vessel subjects the master to a penalty of \$100.

14. Whenever any vessel liable to seizure or examination does not bring to on being required to do so, or on being chased by a cutter or a boat which has displayed the pennant and ensign prescribed for vessels in the Coast Guard, the commanding officer of the cutter or boat may fire at or into such vessel which does not bring to, after such pennant or ensign has been hoisted and a gun has been fired by such cutter or boat as a signal; and such commanding officer, and all persons acting by or under his direction, shall be indemnified from any penalties or actions for damages for so doing. If any person is killed or wounded by such firing and the commanding officer is prosecuted or arrested therefor, he shall be forthwith admitted to bail. (R. S. 2765.)





CUSTOMS, NAVIGATION, AND MOTOR-BOAT LAWS.

21. **Accident.**—Failure of the owner, agent, or master of a vessel of the United States to report any accident involving loss of life, injury to any person or property, etc., or the loss or probable loss of the vessel. (Act June 20, 1874, secs. 10 and 11; seaman's act, Mar. 4, 1915, sec. 15.) Fine \$100.

22. **Aliens.**—Failure to report aliens to the immigration authorities. (Act Feb. 5, 1917, sec. 36.) Fine \$10 per alien.

23. **Animals.**—A transportation company, or the master or owner of a steam, sailing, or other vessel knowingly or willfully failing to feed, water, and otherwise properly care for animals transported. The transportation company or the master or the owner of the vessel is subject to a fine of not less than \$100 or more than \$500. (Act June 29, 1906, secs. 1, 2, 3.)

24. **Arson.**—Maliciously setting fire to, burning, or attempting to burn or destroy any vessel, cables, rigging, etc. (Act Mar. 4, 1909, sec. 286.) Fine not more than \$5,000 and imprisonment not more than 20 years. (See also act of Mar. 3, 1899, sec. 56.)

25. **Assault.**—(1) The attempt to strike, beat, or wound another. It is assault and battery when the attempt is consummated by striking. Fine not more than \$300 or imprisonment not more than 3 months, or both. If a battery is committed, fine not more than \$500, or imprisonment not more than 6 months, or both. (Act Mar. 4, 1909, sec. 276.)

(2) Assaults with intent to commit murder or rape or other felony, or with dangerous weapon, or to maim or disfigure. If to commit murder or rape, imprisonment not exceeding 20 years. If to commit felony, fine of \$3,000, or imprisonment for not more than 10 years, or both. If with dangerous weapon, fine of \$1,000, or imprisonment for not more than 5 years, or both. If to maim or disfigure, fine of \$1,000, or imprisonment for not more than 7 years, or both. (Act Mar. 4, 1909, secs. 276, 283.)

26. **Assault (upon officer).**—(1) Assault upon a customs or revenue officer, or interference with him in the execution of his duties. Fine of not more than \$2,000, or imprisonment not more than 1 year, or both. (Act Mar. 4, 1909, sec. 65, art. 908.)

(2) Assault with dangerous weapon upon officer making search or seizure. Imprisonment not more than 10 years. (Act Mar. 4, 1909, sec. 65, art. 908.)

(3) Assault upon customs officer executing the law in reference to vessels in domestic commerce for which no other penalty is provided. Fine \$500. (R. S. 4376.)

(4) Assault upon master or mate by seaman in the United States merchant marine. Imprisonment not more than 2 years. (Seaman's act, Mar. 4, 1915, sec. 7.)

(See Assistance; Master; Obstructing.)





27. Assistance.—(1) Refusing or neglecting without reasonable excuse to render assistance to an officer of the customs in making an arrest, search, or seizure. Fine not more than \$200 nor less than \$5. (R. S. 3071.)

(2) Master failing to render assistance to vessel in distress. Fine \$1,000. (Act Aug. 1, 1912.)

28. Baggage.—(1) Section 582, tariff act, 1922, authorizes the detention of all persons coming into the United States from a foreign country and the search of their baggage.

(2) Section 461, tariff act, 1922, states that all merchandise and baggage imported or brought in from a contiguous country, except as otherwise provided by law or by regulation of the Secretary of the Treasury, shall be unladen in the presence of and be inspected by a customs officer at the first port of entry at which the same shall arrive; and such officer may require the owner or other person having charge or possession of any trunk, traveling bag, sack, valise, or other container, or of any closed vehicle, to open the same for inspection, or to furnish a key or other means for opening the same.

(3) Section 462, tariff act, 1922, states that if such owner or other person shall fail to comply with the demands, the customs officer shall retain such trunk, valise, etc., and open the same, and, as soon thereafter as practicable, examine the contents, and if any articles subject to duty or any article the importation of which is prohibited is found therein, the whole contents and container or vehicle shall be subject to forfeiture.

29. Barges.—Failure of barges in tow, carrying passengers, to comply with provisions requiring life preservers, fire buckets, axes, and yawls. Fine \$200. (R. S. 4492.) (*See Vessels: Inspection.*)

30. Bill of health.—Failure of master of a vessel from a foreign port to produce required bill of health. Fine not exceeding \$5,000. (Act Feb. 15, 1893, secs. 1, 5.)

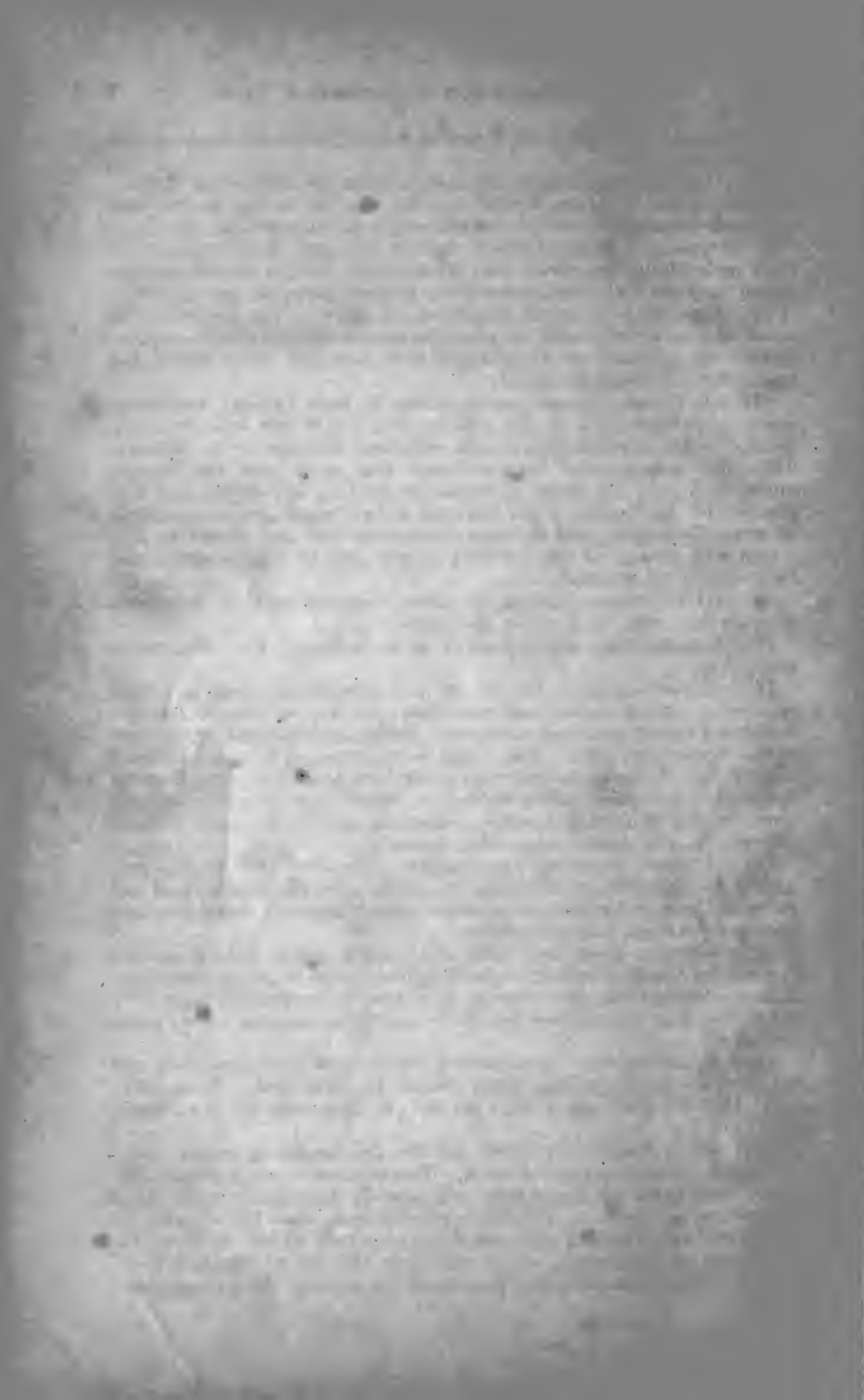
31. Boarding.—(1) The navigation laws apply to vessels that are in commission and not laid up. There is one exception to this; that is, a vessel laid up but anchored or moored, in which case an anchor light or lights must be displayed, the number depending upon the length of the vessel. These laws, with the exception of the motor-boat laws, apply to vessels at the dock or at anchor, as well as under way.

(2) In enforcing the navigation laws, a vessel may be boarded at any time. Officers when boarding, making arrests, searches, seizures, and inspections shall make known their official character. The boarding boat shall fly the Coast Guard ensign and the officer should be in uniform.

(3) The motor-boat laws and regulations are held to include only the equipment required while the boat is under way. Documents, licenses, pilot rules, etc., when required on a motor boat are not included in the motor-boat regulations and may be inspected at any time. The equipment required by the motor-boat laws shall be on the boat while under way. To make a report of violation hold, the boat must have been boarded while under way or right after coming to a mooring—that is, making a landing—before there has been any chance to take the equipment out of the boat.

(4) Vessels owned (not chartered or hired) by the United States Government are not subject to boarding and inspection. Vessels





chartered or hired by the Government are subject to all the laws and regulations.

(5) The following vessels are exempt from the navigation laws:

a. Boats and lighters, decked but not masted, or not decked and not masted, employed within the harbor limits of any town or city.

b. Barges and boats without sail or internal motive power of their own plying the rivers and lakes of the United States, not engaged in trade with foreign territory and not carrying passengers.

(6) A yacht is a vessel employed exclusively for pleasure. A vessel chartered or rented for pleasure or one that carries passengers (paid) for pleasure or freight for hire does not come within the exemptions allowed for yachts.

(7) All vessels, except yachts under 16 tons (gross) and those given in paragraph 5 of this article, over 5 tons net must be documented. An approximation for estimated tonnage is as follows: Take the measurement between stem and stern post for length; multiply this by the beam, and this product by the depth, and this product by six-tenths; if the boat has a deck house, multiply length by beam by height; add the two results together and divide by 100, which will give gross tons; deduct 25 per cent for engine space and the result is net tonnage.

(8) All violations relating to officers' licenses must be reported; no warnings must be given in these cases.

(9) A master may act as pilot if he has a license for both master and pilot.

(10) A steamer of 65 feet or under in length changing her business from towing to carrying passengers for hire or freight for hire becomes a motor boat and must carry lights and equipment as given in the motor-boat rules. The vessel is not required to carry licensed officers, but if it carries passengers for hire must have one licensed operator. A steamer under 65 feet in length changing her business from fishing to towing becomes a steamer and must carry licensed officers, etc., the same as any other steamer.

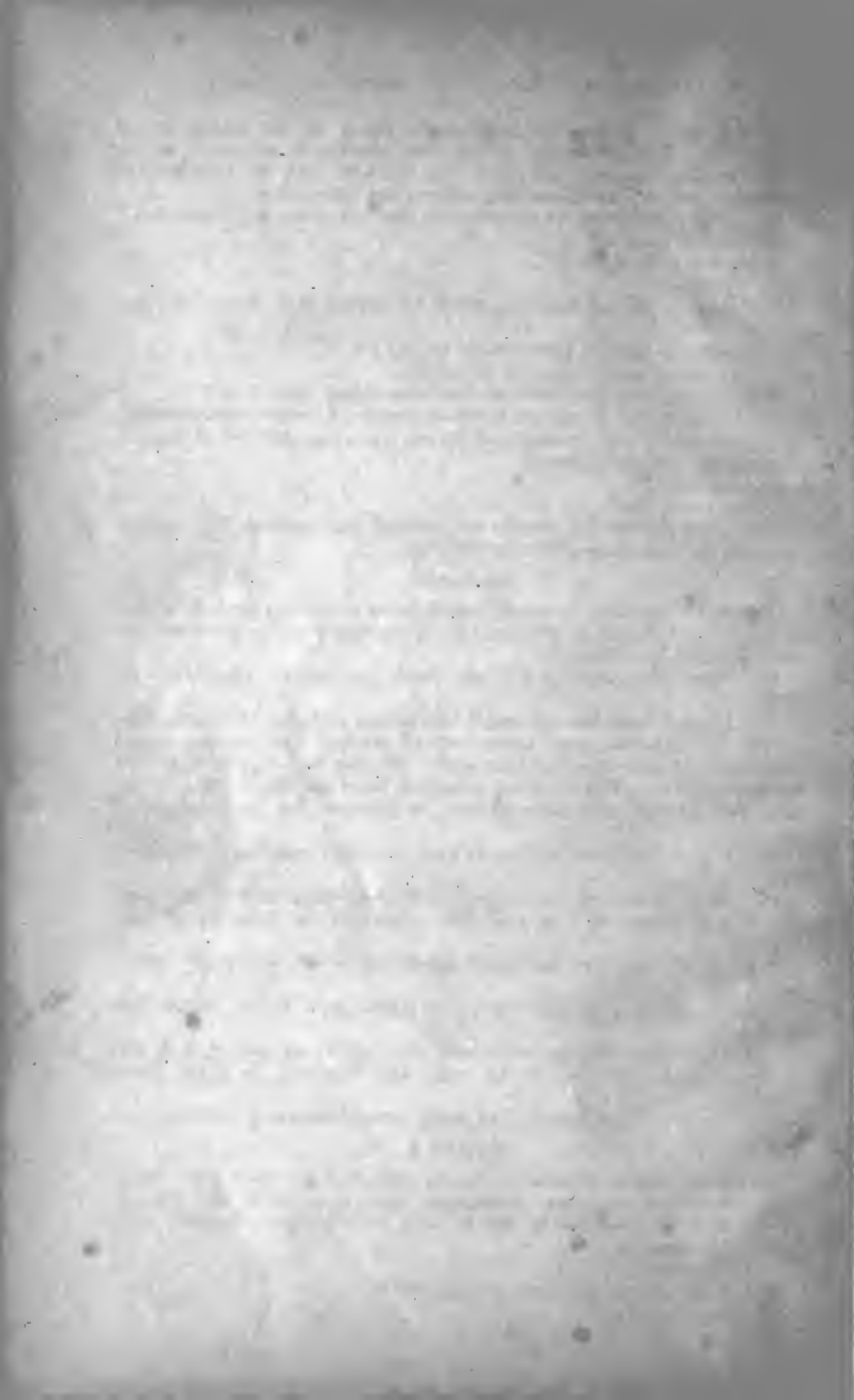
(11) A vessel carrying merchandise from one port to another, which merchandise is the property of the vessel's owner, and not carrying freight for hire at any time is not subject to inspection and does not require a licensed officer.

(12) Allow a good half hour after exact sunset before making reports for vessels running without lights, unless it grows very dark. A boat coming to anchor or going to a wharf a reasonable time after sundown—that is, when not too dark—should be warned before being reported.

(13) A pulling boat must carry a white light after sundown, and all persons using pulling boats should be cautioned. Fine, \$200. (Act May 28, 1894, art. 7 (4); act Feb. 8, 1895, rule 10; act June 7, 1897, art. 7.)

(14) When boarding a vessel, ask for the master or senior officer on board. Explain your mission. The master or some responsible party designated by the master will usually accompany you. It is customary to check up all ship's papers first, then the officers' licenses and other papers and pamphlets required. Then check up the certificate of inspection, which will give the list of equipment required. Then complete the inspection by taking the proper data.





In checking up motor-boat equipment, check up for violations of smuggling. The following papers are usually found on board a vessel in the foreign trade; the ones marked with an asterisk are the only ones in which boarding officers are interested:

- a.* Register, evidence of nationality, and authority for operating.*
- b.* Officers' papers.*
- c.* Muster roll of crew.*
- d.* Manifest.*
- e.* Consular bill of health. (Bill of health also shows destination.)*
- f.* Clearance papers (permission to sail).*
- g.* Invoice of goods (nature of cargo).
- h.* Shipping articles (contract between master and crew).
- i.* Charter party (contract between owner of vessel and shipper).
- j.* Bills of lading (receipt of cargo, showing port of shipment, destination, and consignee).
- k.* Log book.*
- l.* Passenger list.*

The requirements for vessels are divided into sections for convenience of the boarding officer, as follows:

SECTION 1.

An officer boarding a vessel bound from a foreign port to a port in the United States in advance of regular entry at the customhouse shall proceed as follows:

(*a*) Have the consular bill of health produced. (Act Feb. 15, 1893.)

(*b*) Inspect manifest of cargo and stores and list of passengers: certify on manifest as to agreement of original and copies; return manifest and passenger list to master. Deliver one copy of manifest to customhouse. The original manifest must be ready for production, but a reasonable time should be allowed for preparation of copies.

(*c*) Muster destitute seamen, if any, to verify consular certificates. (R. S. 4577.)

(*d*) Muster crew of any shipwrecked vessel that may be on board and report names of men and their vessel to the collector of customs.

(*e*) Certify the crew list after mustering crew; American vessels only. (R. S. 4576.)

(*f*) Certify number and classes of passengers, noting births and deaths.

(*g*) Make the other examinations required by sections 2, 3, 4, and 5, according to the class of the vessel and the trade in which she is employed.

(*h*) Report irregularities and make proper boarding entry.

SECTION 2.

American steam vessels or vessels operated by machinery other than by steam, carrying passengers and engaged in the foreign trade, shall be examined to see if the laws relating to the following are being observed:

(*a*) Register.

(*b*) Number and tonnage on main beam.





(c) Name on each bow, each outboard side of pilot house, and on stern; if side-wheeler, name on each wheelhouse.

(d) Home port on stern.

(e) Draft marked on stem and stern post.

(f) Officers' licenses properly posted.

(g) Certificate of inspection (unexpired) properly posted.

(h) Crew list; if bound in or out of port, muster the crew. Des-
titute or shipwrecked seamen on board.

(i) Medicine chest.

(j) Antiscorbutics.

(k) Slop chest and sufficient heavy clothing for crew.

(l) Log book.

(m) Requirements of certificate of inspection relative to—

1. Number of crew.
2. Number of officers.
3. Number of certified lifeboat men.
4. Number of lifeboats, marked.
5. Number of life preservers, marked.
6. Number of life rafts, marked.
7. Number of ring buoys, marked.
8. Number of watchmen.
9. Fire buckets, marked and filled.
10. Axes, marked and stowed.
11. Water barrels, marked and filled.
12. Hose, marked and connected.
13. Fire extinguishers, marked.
14. Motor boats, marked.
15. Oars and other equipment.

(n) Two copies R. S. 4399-4500, Laws of Steamers, properly posted. (R. S. 4494.)

(o) Two copies of Pilot Rules, properly posted.

(p) Three copies, Rule V, properly posted.

(q) Five copies Instructions for Line-throwing Guns or Rockets, properly posted.

(r) An efficient line-throwing gun with three projectiles, and line or rockets and extra 3-inch line for life-saving purposes, if over 150 tons.

(s) If over 1,000 tons, boat fall tubs or reels.

(t) If over 500 tons, a mechanically operated sounding machine in addition to hand lead.

(u) Clearance papers if under way, bound for a foreign port.

(v) Consular bill of health, if bound from a foreign port to a port in the United States.

(w) Manifest.

(x) Foghorn.

(y) Bell.

(z1) Whistle.

(z2) Running lights, if under way, at night only.

(z3) Anchor light, if anchored, at night only.

(z4) Weights and measures for crew.

(z5) Check up passengers and certify passenger lists.

(z6) Three copies of station bill regulations, properly posted.

(z7) Radio, if carrying over 50 persons.





SECTION 3.

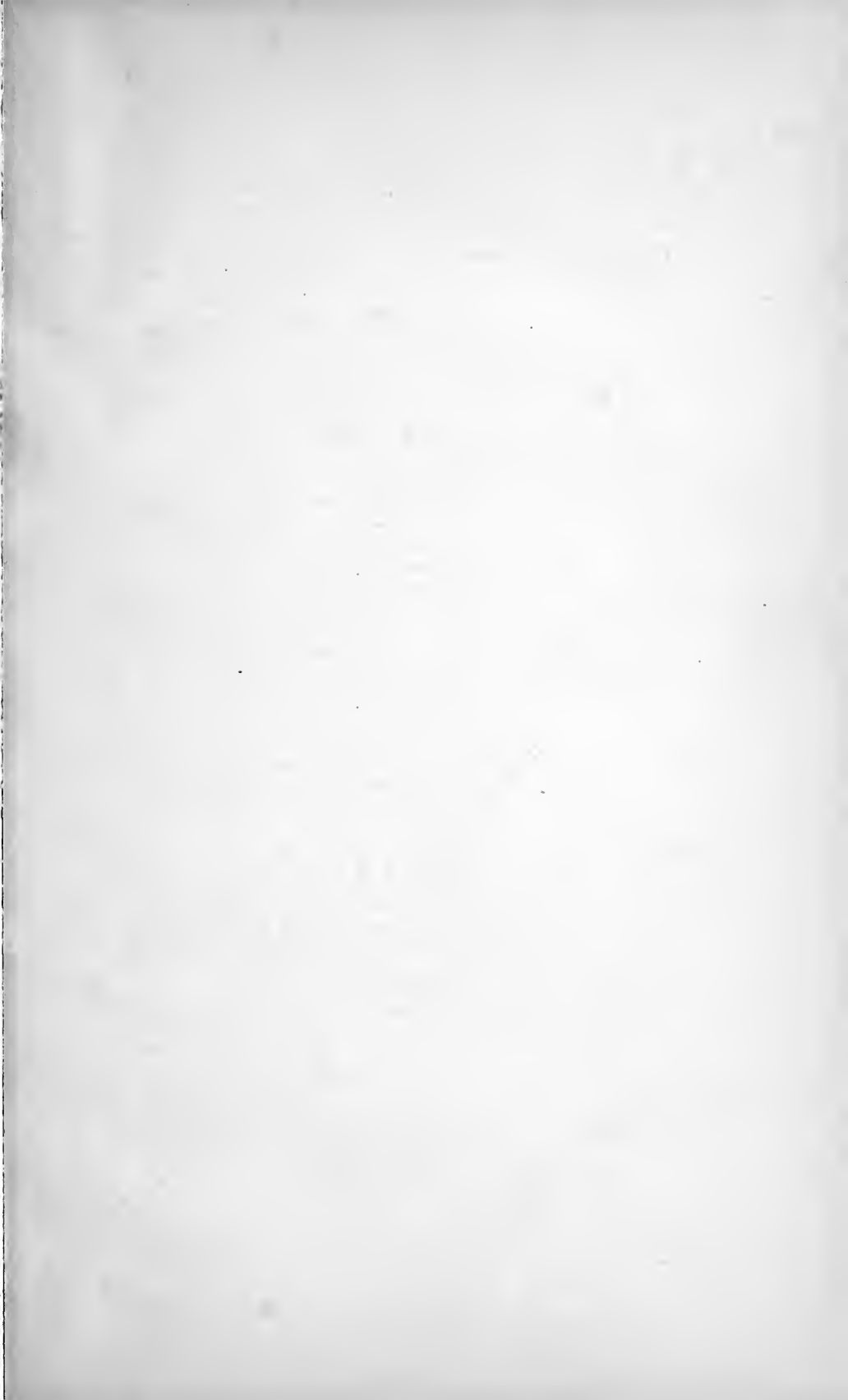
American steam vessels or vessels operated by machinery other than by steam, not carrying passengers, in the foreign trade, except in the districts on the northern, northeastern, and northwestern frontiers adjacent to Canada, and in the districts adjacent to Mexico, shall be examined to see if the laws relating to the matters listed below are being observed:

- (a) Register.
- (b) Number and tonnage on main beam.
- (c) Name on each bow, on stern, and on each outboard side of pilot house; if side-wheeler, name on each wheel box.
- (d) Home port on stern.
- (e) Draft on stem and stern post.
- (f) Officers' licenses properly posted.
- (g) Certificate of inspection (unexpired) properly posted.
- (h) Crew list; if bound in or out of port, muster crew. Destitute or shipwrecked seamen on board.
- (i) Medicine chest.
- (j) Antiscorbutics.
- (k) Slop chest and sufficient heavy clothing for crew.
- (l) Log book.
- (m) Requirements of certificate of inspection relative to—
 - 1. Number of crew.
 - 2. Number of officers.
 - 3. Number of certified lifeboat men.
 - 4. Number of lifeboats, properly marked.
 - 5. Number of life preservers, marked.
 - 6. Number of life rafts, marked.
 - 7. Fire buckets, marked and filled.
 - 8. Water barrels, marked and filled.
 - 9. Fire axes, marked and stowed.
 - 10. Fire hose, marked and connected.
 - 11. Fire extinguishers, marked.
 - 12. Oars and other equipment.
- (n) Two copies of Pilot Rules, properly posted.
- (o) If over 1,000 tons, boat fall tubs or reels.
- (p) If over 500 tons, a mechanically operated sounding machine in addition to hand lead.
- (q) Clearance papers if under way bound for a foreign port.
- (r) Consular bill of health if bound from a foreign port to a port in the United States.
- (s) Manifest.
- (t) Foghorn.
- (u) Bell.
- (v) Whistle.
- (w) Running lights, if under way, at night only.
- (x) Anchor light, if at anchor, at night only.
- (y) Radio, if carrying over 50 persons.

SECTION 4.

A sailing vessel in the foreign trade and carrying passengers should be examined in relation to the following:

- (a) Register.
- (b) Number and tonnage on main beam.





- (c) Home port on stern post.
- (d) Name on each bow and on the stern.
- (e) Draft on stem and stern post.
- (f) If over 700 tons, master's license (unexpired) properly posted.
- (g) Crew list; if under way, muster crew. Destitute or shipwrecked seamen on board.
- (h) If over 700 tons, certificate of inspection (unexpired) posted.
- (i) Weights and measures for crew.
- (j) Medicine chest.
- (k) Antiscorbutics.
- (l) Slop chest.
- (m) Log book.
- (n) Requirements of certificate of inspection relative to—
 1. Number of crew.
 2. Certified lifeboat men.
 3. Officers.
 4. Lifeboats, properly marked.
 5. Life preservers, marked.
 6. Ring buoys, marked.
 7. Motor boats, marked.
 8. Fire extinguishers, marked.
 9. Fire buckets, axes, marked.
 10. Other equipment.
- (o) Check up passengers and certify passenger lists.
- (p) Clearance, if under way, bound for a foreign port.
- (q) Consular bill of health if bound from a foreign port to a port in the United States.
- (r) Foghorn.
- (s) Bell.
- (t) Running lights, if under way, at night only.
- (u) Anchor lights, if at anchor, at night only.

SECTION 5.

A sailing vessel in the foreign trade not carrying passengers should be examined in relation to the following:

- (a) Register.
- (b) Number and tonnage on main beam.
- (c) Name on each bow and on the stern.
- (d) Home port on stern.
- (e) Draft on stem and stern post.
- (f) If over 700 tons, master's license, properly posted.
- (g) Crew list; if under way, muster crew. Destitute and shipwrecked seamen.
- (h) Weights and measures.
- (i) Medicine chest.
- (j) Antiscorbutics.
- (k) Slop chest and warm clothing.
- (l) Log book.
- (m) Clearance, if under way, bound foreign.
- (n) Consular bill of health, if bound from a foreign port to a port of the United States.
- (o) Manifest.
- (p) Foghorn.
- (q) Bell.

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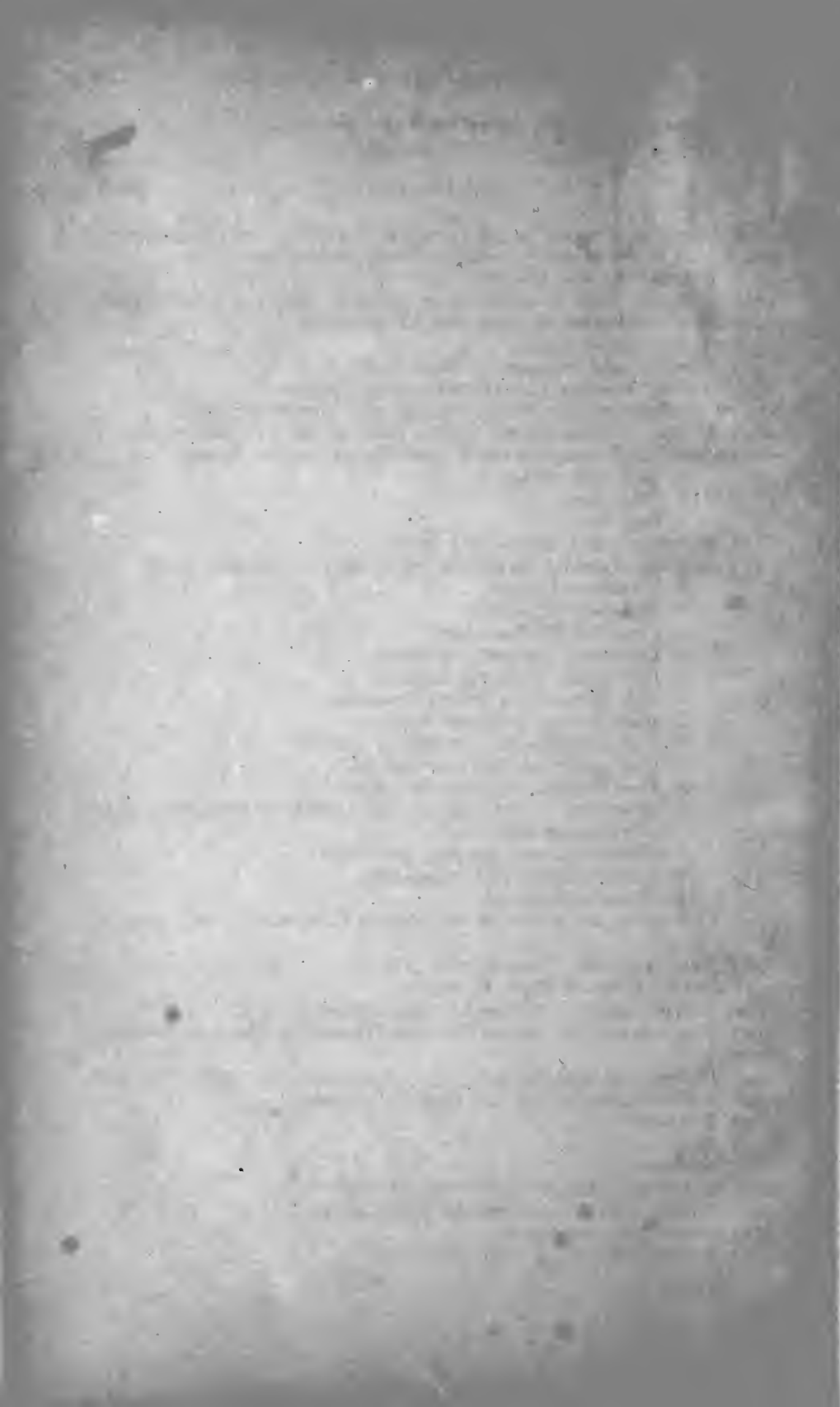
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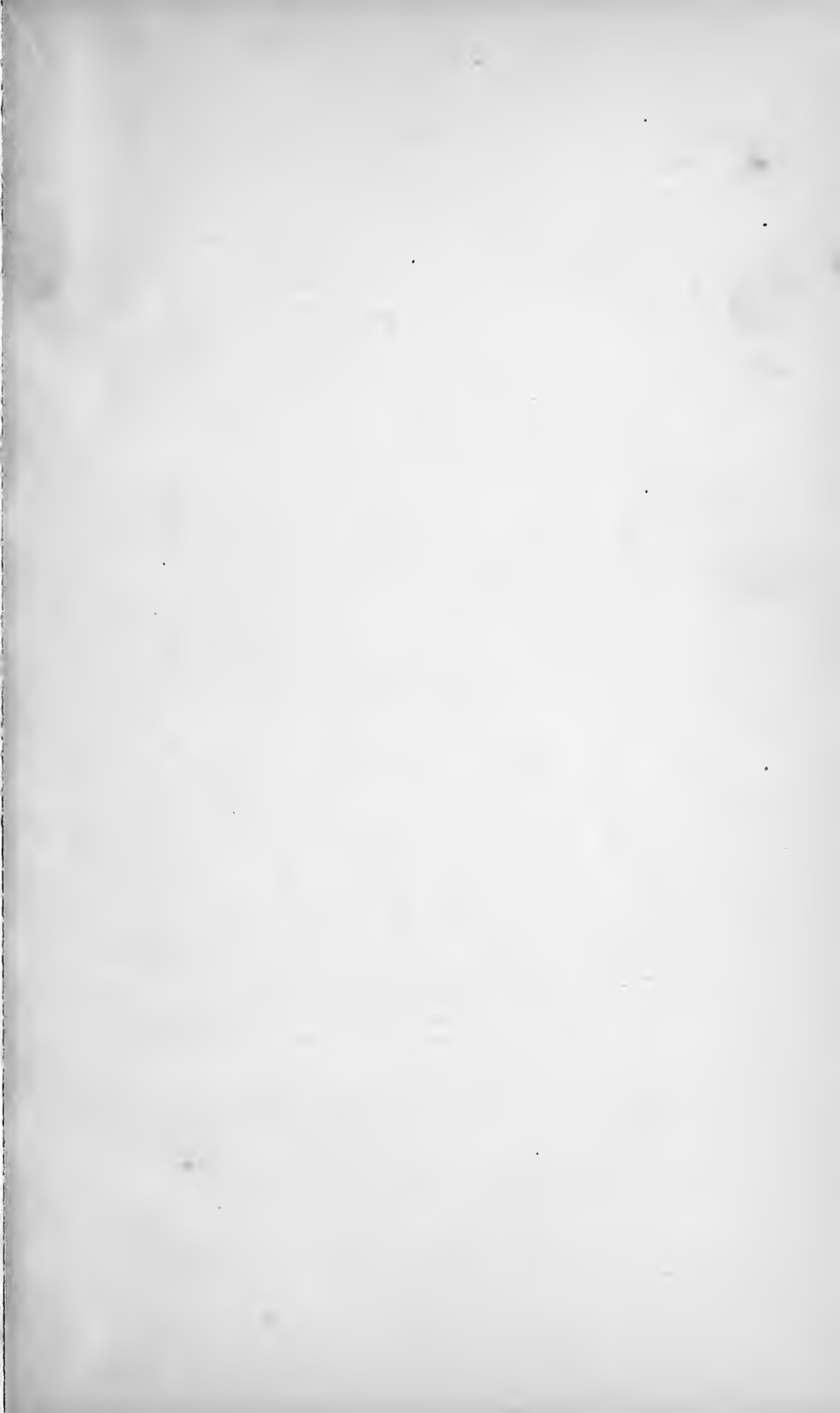


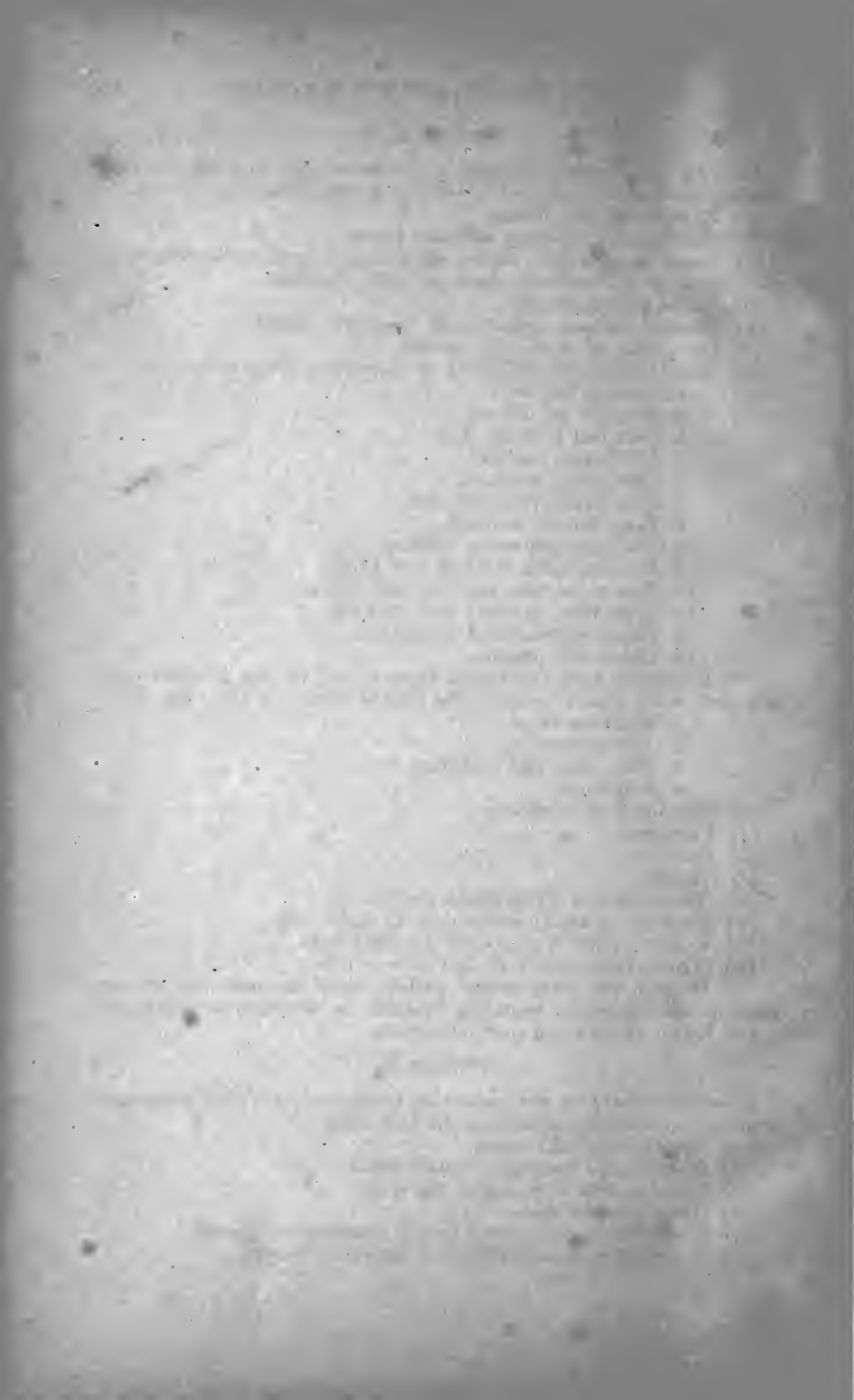
- (*r*) Running lights, if under way, at night only.
- (*s*) Anchor lights, if anchored, at night only.

SECTION 6.

An American steamer in the coastwise trade and carrying passengers should be examined in relation to the following:

- (*a*) Enrollment and license.
- (*b*) Name on each bow, on stern, on each outboard side of pilot house; if side-wheeler, on each side of wheelbox.
- (*c*) Home port on stern.
- (*d*) Number and tonnage on main beam.
- (*e*) Officers' licenses (unexpired) properly posted.
- (*f*) Certificate of inspection (unexpired) properly posted.
- (*g*) If over 75 tons, bound from a port on the Atlantic coast to a port on the Pacific coast of the United States, or vice versa—
 1. Medicine chest.
 2. Slop chest.
 3. Log book.
- (*h*) Weights and measures for crew.
- (*i*) Requirements of certificate of inspection relative to—
 1. Number of crew.
 2. Number of officers.
 3. Certified lifeboat men.
 4. Lifeboats, properly marked.
 5. Life rafts, properly marked.
 6. Life preservers, properly marked.
 7. Ring buoys, properly marked.
 8. Fire extinguishers, properly marked.
 9. Fire axes, marked and stowed.
 10. Fire buckets, marked and filled.
 11. Motor boats, marked if over 2,500 tons and going over 200 miles offshore.
 12. Water barrels, marked and filled.
 13. Hose, marked and connected.
 14. Other equipment.
- (*j*) Two copies of Rules of Steamers (R. S. 4399-4500), posted.
(R. S. 4494.)
- (*k*) Two copies of Pilot Rules, posted.
- (*l*) Three copies of Rule V, posted.
- (*m*) Three copies of station bill regulations, posted.
- (*n*) Five copies Instruction for Line-Throwing Guns or Rockets, posted.
- (*o*) If over 150 tons, to carry three line-throwing projectiles and a gun or three rockets and line required for same.
- (*p*) Foghorn.
- (*q*) Bell.
- (*r*) Whistle.
- (*s*) Running lights, if under way, at night only.
- (*t*) Anchor lights, if at anchor, at night only.
- (*u*) Check up passengers.
- (*v*) Radio, if carrying over 50 persons.





SECTION 7.

An American steamer engaged in coastwise trade and not carrying passengers shall be examined in relation to the following:

- (a) Enrollment and license.
- (b) Number and tonnage on main beam.
- (c) Name on each bow, on the stern and on each outboard side of pilot house; if side-wheeler, name on each wheelbox.
- (d) Home port on stern.
- (e) Officers' licenses (unexpired) properly posted.
- (f) Certificate of inspection posted.
- (g) Requirements of certificate of inspection relative to—
 - 1. Number of crew.
 - 2. Number of officers.
 - 3. Certified lifeboat men.
 - 4. Lifeboats, marked.
 - 5. Life rafts, marked.
 - 6. Life preservers, marked.
 - 7. Ring buoys, marked.
 - 8. Fire extinguishers, marked.
 - 9. Fire buckets, marked and filled.
 - 10. Water barrels, marked and filled.
 - 11. Fire axes, marked and stowed.
 - 12. Hose, marked and connected.
 - 13. Other equipment.
- (h) If over 75 tons and bound from a port on the Atlantic coast to a port on the Pacific coast of the United States, or vice versa—
 - 1. Medicine chest.
 - 2. Antiscorbutics.
 - 3. Slop chest and clothing.
 - 4. Log book.
- (i) Weights and measures.
- (j) Foghorn.
- (k) Bell.
- (l) Whistle.
- (m) Two copies of Pilot Rules, posted.
- (n) Running lights, if under way, at night only.
- (o) Anchor lights, if at anchor, at night only.
- (p) If over 1,000 tons, boat fall reels or tubs.
- (q) If over 500 tons, except paddle-wheel steamers, an efficient mechanically operated sounding machine in addition to hand lead.
- (r) Radio, if carrying over 50 persons.

SECTION 8.

A sailing vessel in the coastwise trade and carrying passengers shall be examined in relation to the following:

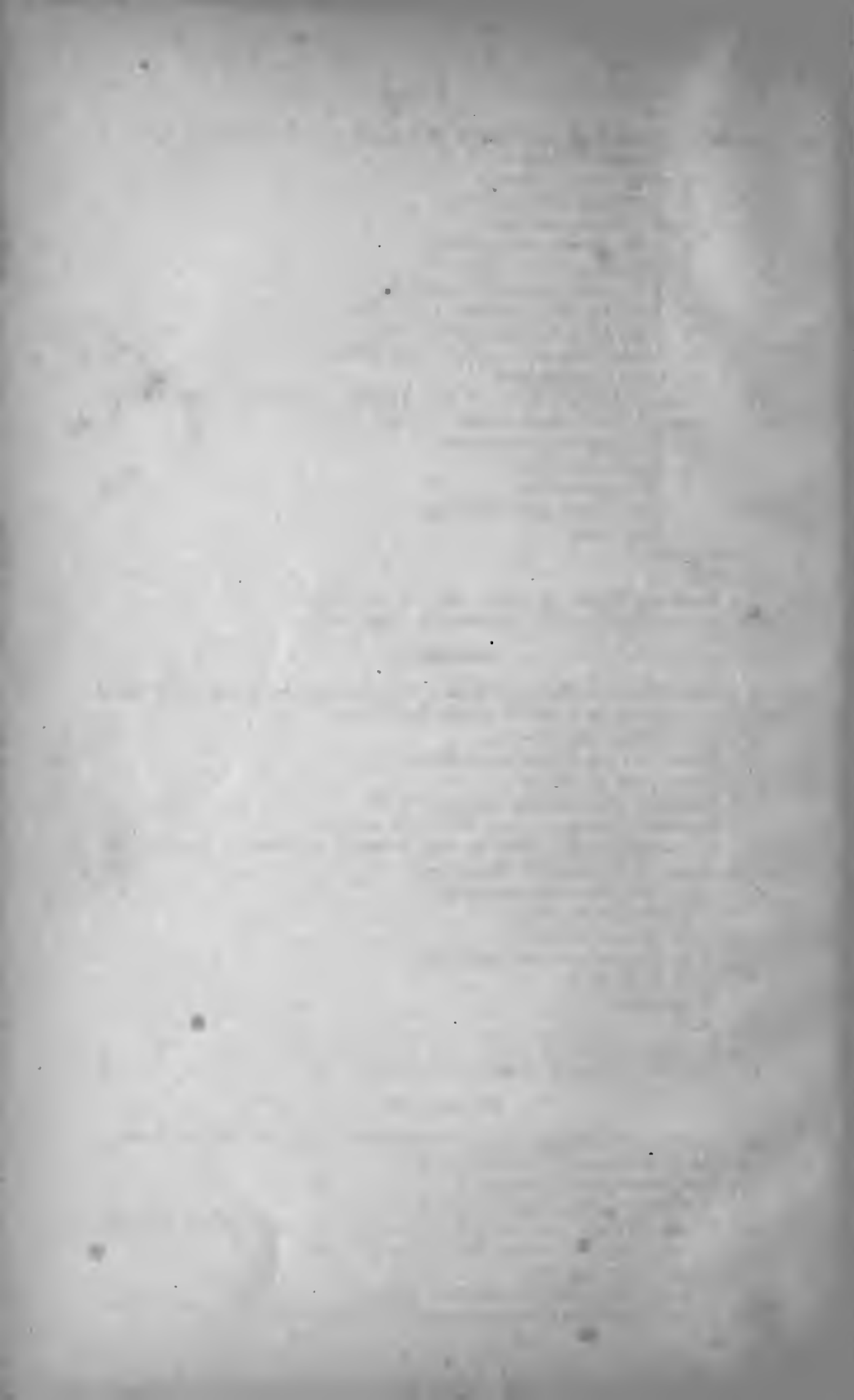
- (a) Enrollment and license.
- (b) Number and tonnage on main beam.
- (c) Name on each bow and on the stern.
- (d) Home port on stern.
- (e) If over 700 tons, master's license (unexpired) posted.
- (f) If over 700 tons, certificate of inspection posted.

The following is a list of the names of the persons who have been elected to the office of Justice of the Peace for the year 1900. The names are given in alphabetical order of their surnames.

1. John A. Smith
2. William B. Jones
3. Charles C. Brown
4. Thomas D. White
5. James E. Black
6. George F. Green
7. Henry G. Hall
8. Isaac H. Hill
9. John I. Hunt
10. Peter J. Jackson
11. Robert K. King
12. Daniel L. Lee
13. Edward M. Martin
14. Frank N. Nelson
15. William O. Oliver
16. Charles P. Parker
17. Thomas Q. Quinn
18. James R. Reed
19. George S. Shaw
20. Henry T. Taylor
21. Isaac U. Underhill
22. John V. Vance
23. Peter W. Walker
24. Robert X. Xenophon
25. Daniel Y. Young
26. Edward Z. Zimmerman
27. Frank A. Adams
28. William B. Baker
29. Charles C. Campbell
30. Thomas D. Drake
31. James E. Evans
32. George F. Fisher
33. Henry G. Gibson
34. Isaac H. Howell
35. John I. Ingram
36. Peter J. Johnson
37. Robert K. Keith
38. Daniel L. Lamb
39. Edward M. Little
40. Frank N. Mason
41. William O. Myers
42. Charles P. Nichols
43. Thomas Q. O'Brien
44. James R. Phillips
45. George S. Quinn
46. Henry T. Roberts
47. Isaac U. Russell
48. John V. Sanders
49. Peter W. Stone
50. Robert X. Thomas
51. Daniel Y. Turner
52. Edward Z. Vance
53. Frank A. Ward
54. William B. Wheeler
55. Charles C. Wilson
56. Thomas D. Wood
57. James E. Wright
58. George F. Young
59. Henry G. Ziegler
60. Isaac H. Zimmerman

The following is a list of the names of the persons who have been elected to the office of Justice of the Peace for the year 1900. The names are given in alphabetical order of their surnames.





(g) Requirements of certificate of inspection relative to—

1. Number of crew.
2. Number of officers.
3. Certified lifeboat men.
4. Lifeboats, marked.
5. Life preservers, marked.
6. Ring buoys, marked.
7. Fire extinguishers, marked.
8. Fire buckets, marked and filled.
9. Fire axes, marked and stowed.
10. Water barrels, marked and filled.
11. Other equipment.

(h) If bound from a port on the Atlantic coast to a port on the Pacific coast of the United States, or vice versa—

1. Weights and measures.
2. Medicine chest.
3. Antiscorbutics.
4. Slop chest and clothing.
5. Log book.

(i) Foghorn.

(j) Bell.

(k) Running lights, if under way, at night only.

(l) Anchor lights, if at anchor, at night only.

SECTION 9.

A sailing vessel in the coastwise trade and not carrying passengers shall be examined in relation to the following:

(a) Enrollment and license.

(b) Name on each bow and on the stern.

(c) Home port on stern.

(d) Number and tonnage on main beam.

(e) Master's license, if over 700 tons, posted.

(f) If bound from a port on the Atlantic coast to a port on the Pacific coast of the United States, or vice versa—

1. Weights and measures.
2. Medicine chest.
3. Antiscorbutics.
4. Slop chest and clothing.
5. Log book.

(g) Foghorn.

(h) Bell.

(i) Running lights, if under way, at night only.

(j) Anchor lights, if at anchor, at night only.

SECTION 10.

An American seagoing tug, not engaged in foreign trade, shall be examined in relation to the following:

(a) Enrollment and license.

(b) Number and tonnage on main beam.

(c) Name on each bow, on stern, and on each outward side of pilot house; if side-wheeler, name on each wheelbox.

(d) Home port on stern.

(e) Officers' licenses (unexpired) posted.

(f) Certificate of inspection (unexpired) posted.

1. *Logbook*, containing a record of the vessel's position, speed, and other particulars, to be kept by the master or commanding officer.

2. *Chart*, of the coast, showing the position of the vessel, and the course it is pursuing.
3. *Compass*, of the vessel, showing the direction in which it is sailing.
4. *Log*, of the vessel, showing the distance it has sailed.
5. *Hour-glass*, of the vessel, showing the time it has sailed.
6. *Barometer*, of the vessel, showing the state of the weather.
7. *Thermometer*, of the vessel, showing the temperature of the air.
8. *Wind-glass*, of the vessel, showing the direction and force of the wind.
9. *Weather*, of the vessel, showing the state of the sky.
10. *Water*, of the vessel, showing the quantity of water on board.
11. *Other*, of the vessel, showing any other particulars.

(c) If bound from a port on the Atlantic coast to a port on the Pacific coast of the United States, or vice versa.

1. *Logbook*, containing a record of the vessel's position, speed, and other particulars, to be kept by the master or commanding officer.

2. *Chart*, of the coast, showing the position of the vessel, and the course it is pursuing.
3. *Compass*, of the vessel, showing the direction in which it is sailing.
4. *Log*, of the vessel, showing the distance it has sailed.
5. *Hour-glass*, of the vessel, showing the time it has sailed.
6. *Barometer*, of the vessel, showing the state of the weather.
7. *Thermometer*, of the vessel, showing the temperature of the air.
8. *Wind-glass*, of the vessel, showing the direction and force of the wind.
9. *Weather*, of the vessel, showing the state of the sky.
10. *Water*, of the vessel, showing the quantity of water on board.
11. *Other*, of the vessel, showing any other particulars.

(d) *Logbook*.

(e) *Chart*.

(f) *Compass*, of the vessel, showing the direction in which it is sailing.

(g) *Log*, of the vessel, showing the distance it has sailed.

Section 9.

A sailing vessel in the coastwise trade and not carrying passengers shall be examined in relation to the following:

- (a) *Logbook*, containing a record of the vessel's position, speed, and other particulars, to be kept by the master or commanding officer.
- (b) *Chart*, of the coast, showing the position of the vessel, and the course it is pursuing.
- (c) *Compass*, of the vessel, showing the direction in which it is sailing.
- (d) *Log*, of the vessel, showing the distance it has sailed.
- (e) *Hour-glass*, of the vessel, showing the time it has sailed.
- (f) *Barometer*, of the vessel, showing the state of the weather.
- (g) *Thermometer*, of the vessel, showing the temperature of the air.
- (h) *Wind-glass*, of the vessel, showing the direction and force of the wind.
- (i) *Weather*, of the vessel, showing the state of the sky.
- (j) *Water*, of the vessel, showing the quantity of water on board.
- (k) *Other*, of the vessel, showing any other particulars.

1. *Logbook*, containing a record of the vessel's position, speed, and other particulars, to be kept by the master or commanding officer.

2. *Chart*, of the coast, showing the position of the vessel, and the course it is pursuing.

3. *Compass*, of the vessel, showing the direction in which it is sailing.

4. *Log*, of the vessel, showing the distance it has sailed.

5. *Hour-glass*, of the vessel, showing the time it has sailed.

(d) *Logbook*.

(e) *Chart*.

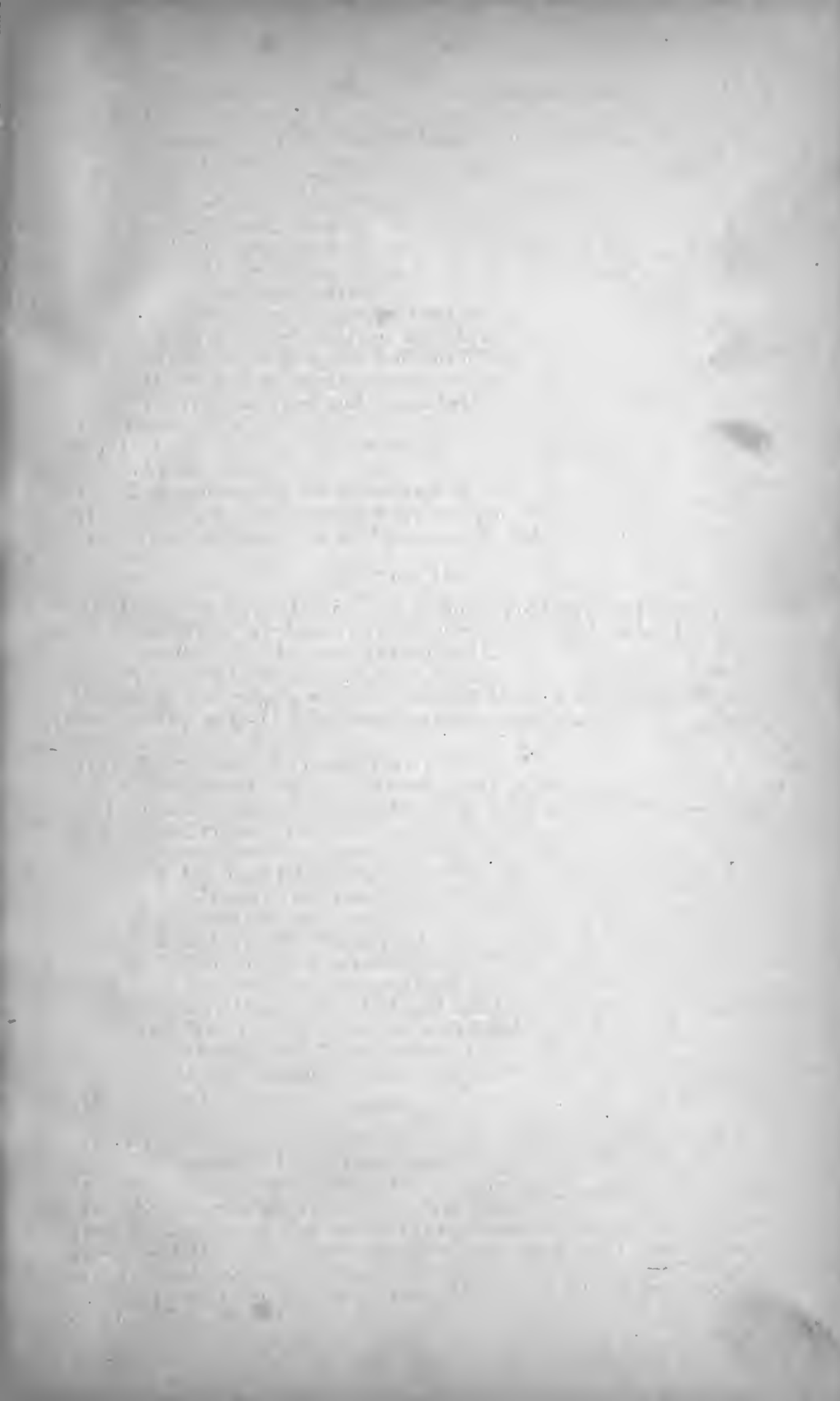
(f) *Compass*, of the vessel, showing the direction in which it is sailing.

(g) *Log*, of the vessel, showing the distance it has sailed.

Section 10.

A sailing vessel in the coastwise trade and not carrying passengers shall be examined in relation to the following:

- (a) *Logbook*, containing a record of the vessel's position, speed, and other particulars, to be kept by the master or commanding officer.
- (b) *Chart*, of the coast, showing the position of the vessel, and the course it is pursuing.
- (c) *Compass*, of the vessel, showing the direction in which it is sailing.
- (d) *Log*, of the vessel, showing the distance it has sailed.
- (e) *Hour-glass*, of the vessel, showing the time it has sailed.
- (f) *Barometer*, of the vessel, showing the state of the weather.
- (g) *Thermometer*, of the vessel, showing the temperature of the air.
- (h) *Wind-glass*, of the vessel, showing the direction and force of the wind.
- (i) *Weather*, of the vessel, showing the state of the sky.
- (j) *Water*, of the vessel, showing the quantity of water on board.
- (k) *Other*, of the vessel, showing any other particulars.





(g) Requirements of certificate of inspection relative to—

1. Number of crew.
2. Number of officers.
3. Certified lifeboat men.
4. Lifeboats, marked.
5. Life rafts, marked.
6. Life preservers, marked.
7. Ring buoys, marked.
8. Fire extinguishers, marked.
9. Fire buckets, marked and filled.
10. Water barrels, marked and filled.
11. Fire axes, marked and stowed.
12. Hose, marked and connected.

(h) Foghorn.

(i) Bell.

(j) Whistle.

(k) Two copies of Pilot Rules posted.

(l) Running lights, if under way, at night only.

(m) Anchor lights, if at anchor, at night only.

SECTION 11.

An American harbor tug or river steamer, not carrying passengers, shall be examined in relation to the following (see note below) :

(a) Enrollment and license (unexpired).

(b) Number and tonnage on main beam.

(c) Name on each bow, on stern, and on each outboard side of pilot house; if side-wheeler, name on each wheelbox.

(d) Home port on stern.

(e) Officers' licenses (unexpired) posted.

(f) Certificate of inspection (unexpired) posted.

(g) Requirements of certificate of inspection relative to—

1. Number of crew.
2. Number of officers.
3. Certified lifeboat men.
4. Lifeboats, marked.
5. Life rafts, marked.
6. Life preservers, marked.
7. Ring buoys, marked.
8. Fire extinguishers, marked.
9. Fire buckets, marked and filled.
10. Water barrels, marked and filled.
11. Hose, marked and connected.
12. Fire axes, marked and stowed.

(h) Foghorn.

(i) Bell.

(j) Whistle.

(k) Two copies of Pilot Rules, posted.

(l) If over 1,000 tons, boat fall tubs or reels.

(m) Running lights, if under way, at night only.

(n) Anchor lights, if at anchor, at night only.

NOTE.—If the river steamers above mentioned carry passengers, three copies of Rule V, posted; three copies station bill regulations, properly posted; two copies of laws of steamers (R. S. 4399-4500), posted. (R. S. 4494.)

1. 100 copies of Pilot Index posted.
2. 100 copies of Pilot Index posted.
3. 100 copies of Pilot Index posted.
4. 100 copies of Pilot Index posted.
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- (A) 100 copies of Pilot Index posted.
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- (C) 100 copies of Pilot Index posted.
- (D) 100 copies of Pilot Index posted.
- (E) 100 copies of Pilot Index posted.
- (F) 100 copies of Pilot Index posted.
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- (I) 100 copies of Pilot Index posted.
- (J) 100 copies of Pilot Index posted.

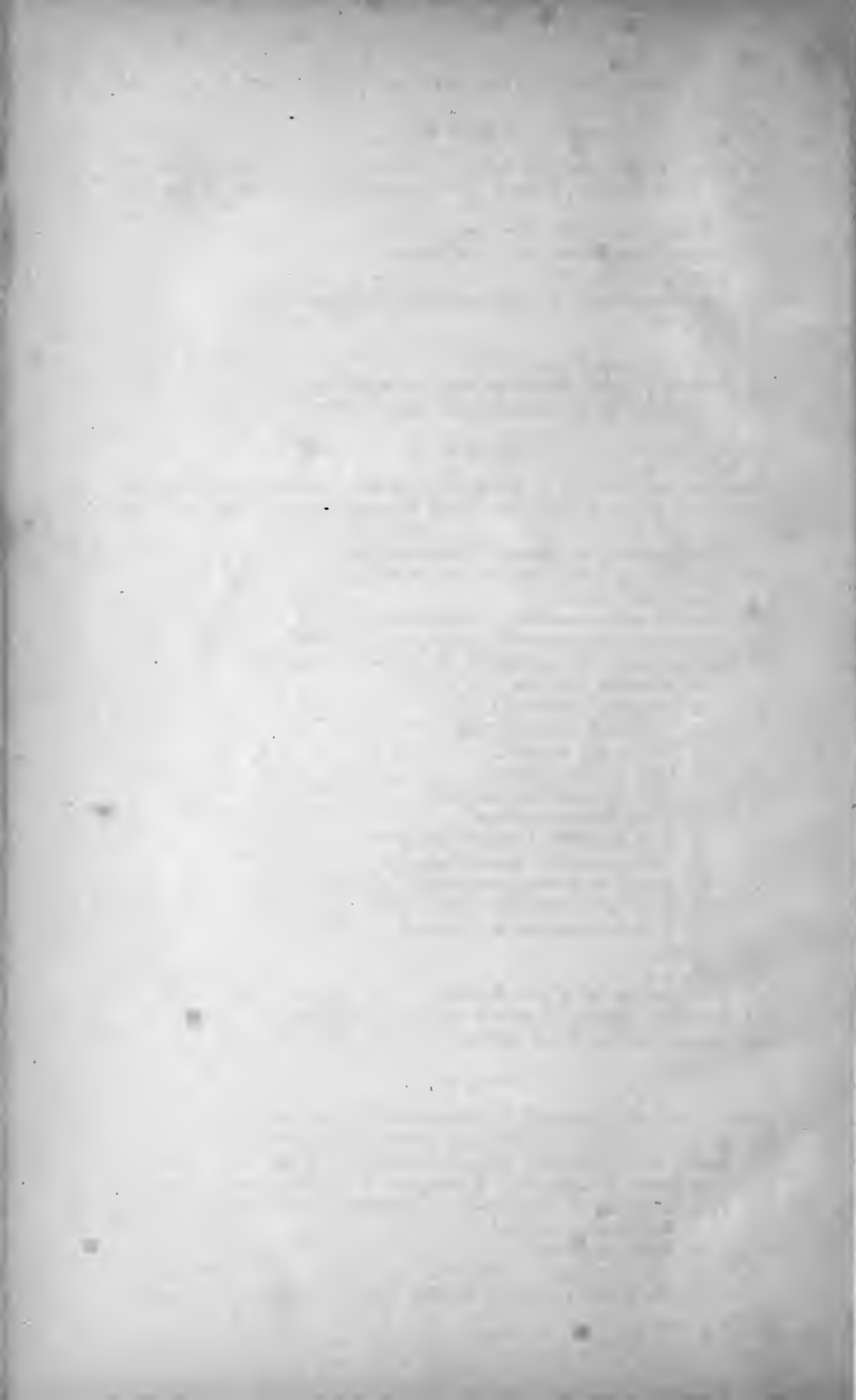
Section 11.

- (a) American ships and other vessels not carrying passengers and being examined in relation to the following (see note below):
- (b) American ships and other vessels (uninspired).
- (c) American ships and other vessels (uninspired).
- (d) American ships and other vessels (uninspired).
- (e) American ships and other vessels (uninspired).
- (f) American ships and other vessels (uninspired).
- (g) American ships and other vessels (uninspired).
- (h) American ships and other vessels (uninspired).
- (i) American ships and other vessels (uninspired).
- (j) American ships and other vessels (uninspired).

1. Number of copies.
2. Number of officers.
3. Number of crew.
4. Number of passengers.
5. Number of cargo.
6. Number of mail.
7. Number of passengers.
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12. Number of mail.
13. Number of passengers.
14. Number of cargo.
15. Number of mail.
16. Number of passengers.
17. Number of cargo.
18. Number of mail.
19. Number of passengers.
20. Number of cargo.

- (A) 100 copies of Pilot Index posted.
- (B) 100 copies of Pilot Index posted.
- (C) 100 copies of Pilot Index posted.
- (D) 100 copies of Pilot Index posted.
- (E) 100 copies of Pilot Index posted.
- (F) 100 copies of Pilot Index posted.
- (G) 100 copies of Pilot Index posted.
- (H) 100 copies of Pilot Index posted.
- (I) 100 copies of Pilot Index posted.
- (J) 100 copies of Pilot Index posted.





SECTION 12.

American barges used in inland waters carrying freight and required to be documented shall be examined in relation to the following:

- (a) Enrollment and license (unexpired).
- (b) Name on each bow and on the stern.
- (c) Home port on stern.
- (d) Net tonnage and number marked on main beam.
- (e) Foghorn.
- (f) Bell.
- (g) Two copies of Pilot Rules.
- (h) Running lights, if under way, at night only.
- (i) Anchor lights, if at anchor, at night only.

SECTION 13.

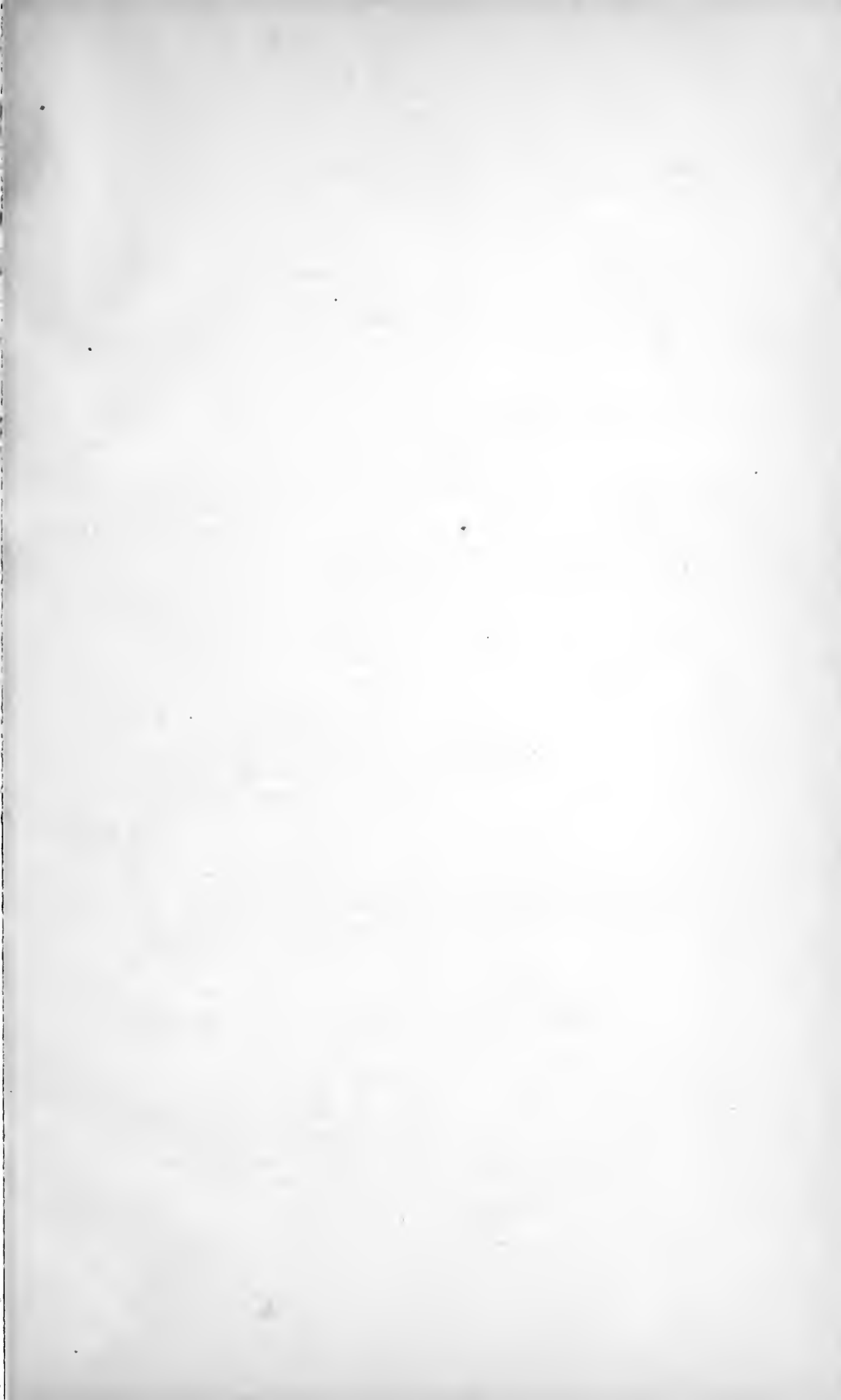
American barges used in inland waters for freight and passengers and required to be documented shall be examined in relation to the following:

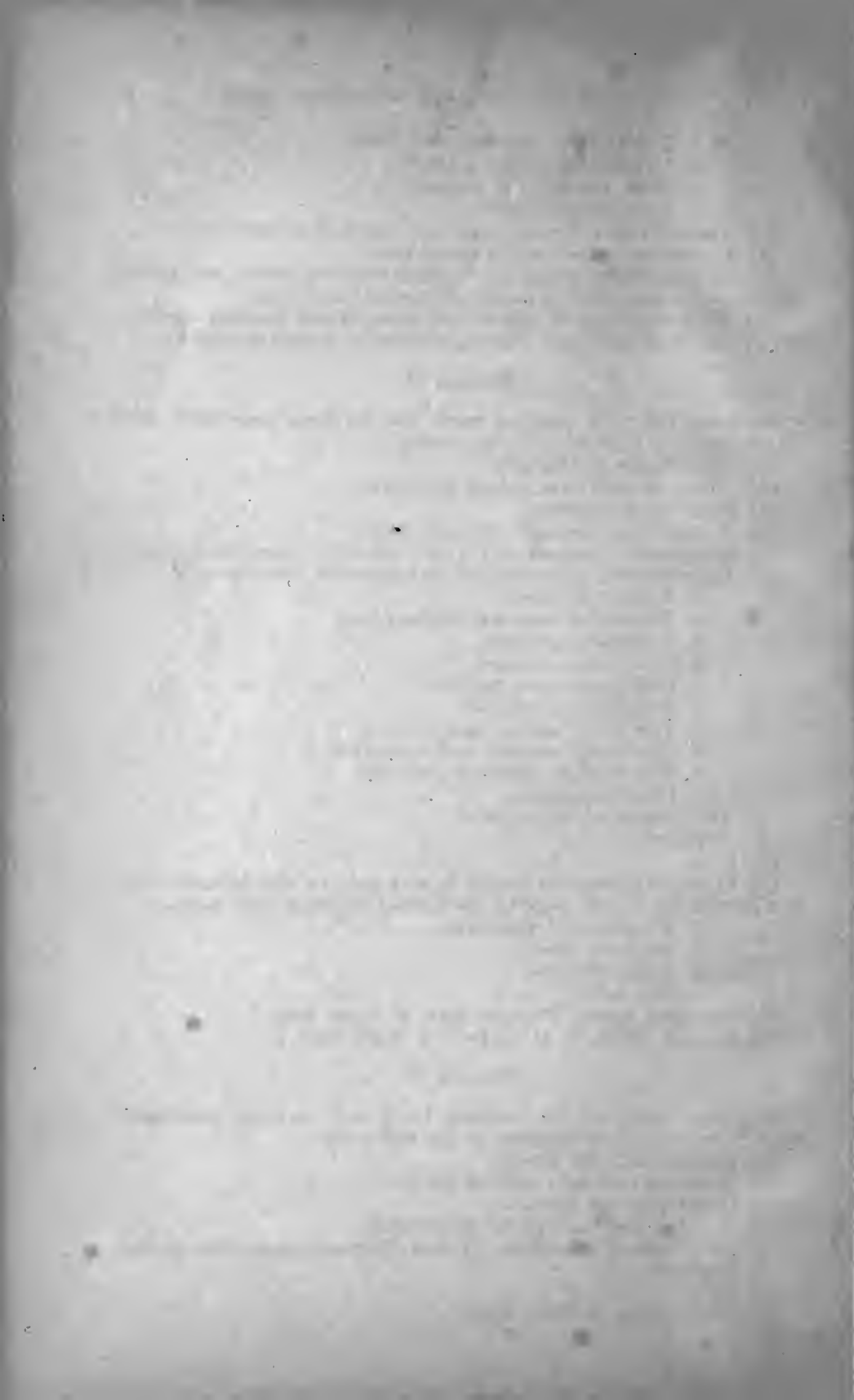
- (a) Enrollment and license (unexpired).
- (b) Name on each bow and on the stern.
- (c) Home port on stern.
- (d) Number and tonnage on main beam.
- (e) Certificate of inspection (unexpired) posted.
- (f) Requirements of certificate of inspection relative to—
 - 1. Number of crew.
 - 2. Number of officers.
 - 3. Certified lifeboat men.
 - 4. Lifeboats, marked. ✓
 - 5. Life rafts, marked.
 - 6. Life preservers, marked. .
 - 7. Ring buoys, marked. ✓
 - 8. Fire buckets, marked and filled.
 - 9. Hose, marked and connected.
 - 10. Water barrels, marked and filled.
 - 11. Fire axes, marked and stowed.
 - 12. Fire extinguishers, marked.
- (g) Foghorn.
- (h) Bell.
- (i) Two copies of Pilot Rules.
- (j) Running lights, if under way, at night only.
- (k) Anchor lights, if at anchor, at night only.

SECTION 14.

Yachts shall be examined in relation to the following:

- (a) If documented, enrolled and licensed, or licensed.
- (b) Name and home port on some conspicuous part of vessel.
- (c) Certificate of inspection (unexpired) if steam yacht.
- (d) Requirements of certificate of inspection relative to—
 - 1. Lifeboats, marked.
 - 2. Rafts, marked.
 - 3. Life preservers, marked.
 - 4. Hose, with nozzle, marked and connected.





5. Fire buckets, marked and filled.
6. Fire extinguishers, marked.
7. Axes, marked and stowed.
8. Ring buoys, marked.

(c) Yachts from a foreign port must enter at customhouse.

(f) Licensed engineer and licensed pilot.

(g) If open steam launch of 10 gross tons and under, one person may serve in the double capacity of engineer and pilot.

(h) Must comply with motor-boat laws, except licensed operator, if in motor boat class, and with regulations in regard to lights.

SECTION 15.

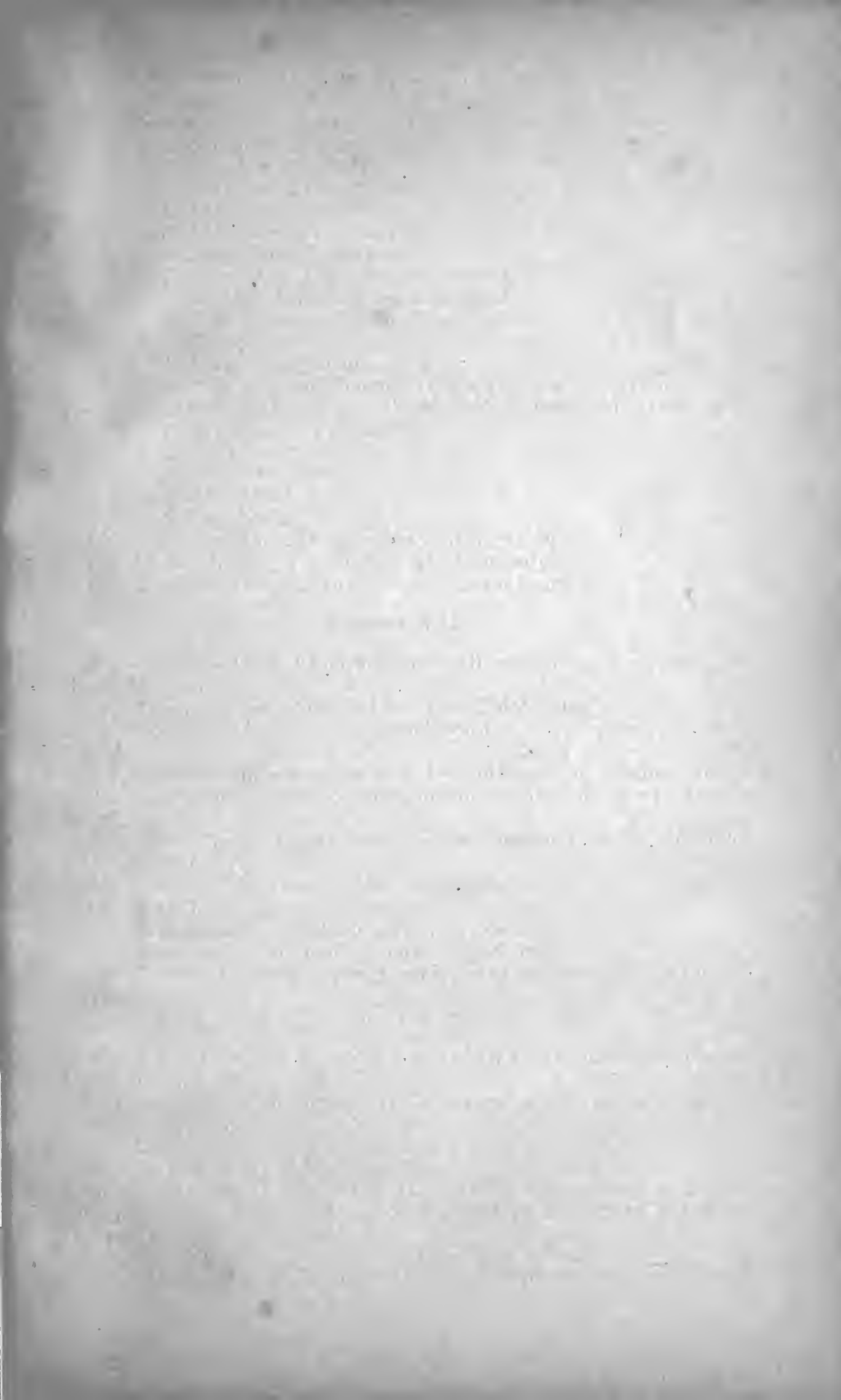
Seagoing barges in coasting trade, not carrying passengers, shall be examined in relation to the following:

- (a) Enrollment and license.
- (b) Name on each bow and on the stern.
- (c) Home port on stern.
- (d) Number and tonnage on main beam.
- (e) Certificate of inspection (if over 100 tons), unexpired, posted.
- (f) Requirements of certificate of inspection relative to—
 1. Number of crew.
 2. Number of certified lifeboat men.
 3. Lifeboats, marked.
 4. Life rafts, marked.
 5. Life preservers, marked.
 6. Ring buoys, marked.
 7. Fire axes, marked and stowed.
 8. Fire hose, marked and connected.
 9. Fire buckets, marked and filled.
 10. Other equipment.
- (g) Two copies of Pilot Rules.
- (h) Foghorn.
- (i) Bell.
- (j) If over 75 tons and bound from a port on the Atlantic coast to a port on the Pacific coast of the United States, or vice versa—
 1. Weights and measures.
 2. Medicine chest.
 3. Antiscorbutics.
 4. Log book.
- (k) Running lights, if under way, at night only.
- (l) Anchor lights, if at anchor, at night only.

SECTION 16.

Seagoing barges in the coasting trade and carrying passengers shall be examined in relation to the following:

- (a) Enrollment and license.
- (b) Name on each bow and on the stern.
- (c) Home port on stern.
- (d) Number and tonnage on main beam.
- (e) Certificate of inspection (if over 100 tons) unexpired, posted.
- (f) Foghorn.
- (g) Bell.
- (h) Two copies of Pilot Rules.





(i) Requirements of certificate of inspection relative to—

1. Number of crew.
2. Number of officers.
3. Certified lifeboat men.
4. Lifeboats, marked.
5. Life preservers, marked.
6. Ring buoys, marked.
7. Fire axes, marked and stowed.
8. Fire buckets, marked and filled.
9. Fire hose, marked and connected.
10. Passengers.
11. Other equipment.

(j) If over 75 tons and bound from a port on the Atlantic coast to a port on the Pacific coast of the United States, or vice versa—

1. Weights and measures.
2. Antiscorbutics.
3. Medicine chest.
4. Slop chest.
5. Log book.

(k) Running lights, if under way, at night only.

(l) Anchor lights, if at anchor, at night only.

(m) Radio, if carrying over 50 persons on board.

SECTION 17.

Motor boats.—Class I motor boats shall be examined in relation to the following:

(a) Two copies of Pilot Rules. (*See* Pilot rules.)

(b) Operator's license (unexpired) posted, if carrying passengers for hire.

(c) Official number designated by collector of customs to be painted on each bow, if boat is undocumented and over 16 feet in length.

(d) White light aft and combination lantern forward, if under way, at night only.

(e) Anchor light, if at anchor, at night only.

(f) Whistle.

(g) Life preserver for each person on board.

(h) Means of extinguishing burning gasoline.

(i) Manifests of cargo, if engaged in trade with contiguous foreign territory.

SECTION 18.

Motor boats.—Class II motor boats shall be examined in relation to the following:

(a) Register, if in foreign trade, except trade with contiguous foreign territory.

(b) License, if over 5 tons and less than 20 tons.

(c) No document, if less than 5 tons.

(d) Certificate of inspection (if over 15 tons, carrying freight and passengers for hire and not engaged in fishing as a regular business) unexpired, posted.

(e) Two copies of Pilot Rules. (*See* Pilot rules.)

(f) Check certificate of inspection for equipment, as for steamers.

The American Medical Association is a non-profit corporation organized for the purpose of promoting the interests of the medical profession and the public. It is composed of members who are physicians, dentists, nurses, and other health care professionals. The Association's primary concern is the advancement of the medical profession and the improvement of the health of the people. It does this by publishing the Journal of the American Medical Association, which is one of the most authoritative sources of medical information in the world. The Association also sponsors a variety of educational programs and conferences, and it works to improve the standards of medical practice.

The Journal of the American Medical Association is published weekly, except during the summer months when it is published bi-weekly. It contains a wide variety of articles, including original research, clinical reports, and reviews of the literature. The Journal is read by physicians and other health care professionals throughout the world, and it is considered one of the most important sources of medical information.

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- (g) Number and tonnage—
 - 1. If less than 5 tons, none required.
 - 2. If 5 tons or over, marked on main beam.
- (h) Name and home port—
 - 1. If less than 5 tons, none required.
 - 2. If 5 tons or over, name on each bow and on the stern, and home port on stern.
- (i) Operator's license (if carrying passengers for hire), posted.
- (j) Official number designated by collector of customs to be painted on each bow on all undocumented vessels over 16 feet long.
- (k) White light forward, white light aft, side lights, if under way, at night only.
- (l) Anchor light, if at anchor, at night only.
- (m) Lenses of all lights to be fresnel or fluted.
- (n) Whistle.
- (o) Foghorn.
- (p) Bell.
- (q) Means for extinguishing burning gasoline.
- (r) Side lights fitted with screens.
- (s) If over 5 tons (net) and over 33 feet long, used as a pleasure boat, to have card certificate on board to show tax is paid.
- (t) Manifests of cargo, if engaged in trade with contiguous foreign territory.

SECTION 19.

Motor boats.—Class III motor boats shall be examined in relation to the following:

- (a) Register, if in foreign trade, except trade with contiguous foreign territory.
- (b) Enrollment and license, if over 20 tons.
- (c) License, if over 5 tons and less than 20 tons.
- (d) No document, if less than 5 tons.
- (e) Certificate of inspection (if over 15 tons, carrying freight and passengers for hire, and not engaged in fishing as a regular business) unexpired, posted.
- (f) Two copies of Pilot Rules. (See Pilot rules.)
- (g) Check certificate of inspection for equipment, as for steamers.
- (h) Number and tonnage—
 - 1. If less than 5 tons, none required.
 - 2. If 5 tons or over, marked on main beam.
- (i) Name and home port—
 - 1. If less than 5 tons, none required.
 - 2. If 5 tons or over, name on each bow and on the stern, and home port on stern.
- (j) Operator's license (if carrying passengers for hire), posted.
- (k) Official number designated by collector of customs to be painted on each bow on all undocumented vessels over 16 feet long.
- (l) White light forward, white light aft, side lights if under way at night only.
- (m) Anchor light, if at anchor, at night only.
- (n) Lenses of all lights to be fresnel or fluted.
- (o) Whistle.
- (p) Foghorn.
- (q) Bell.

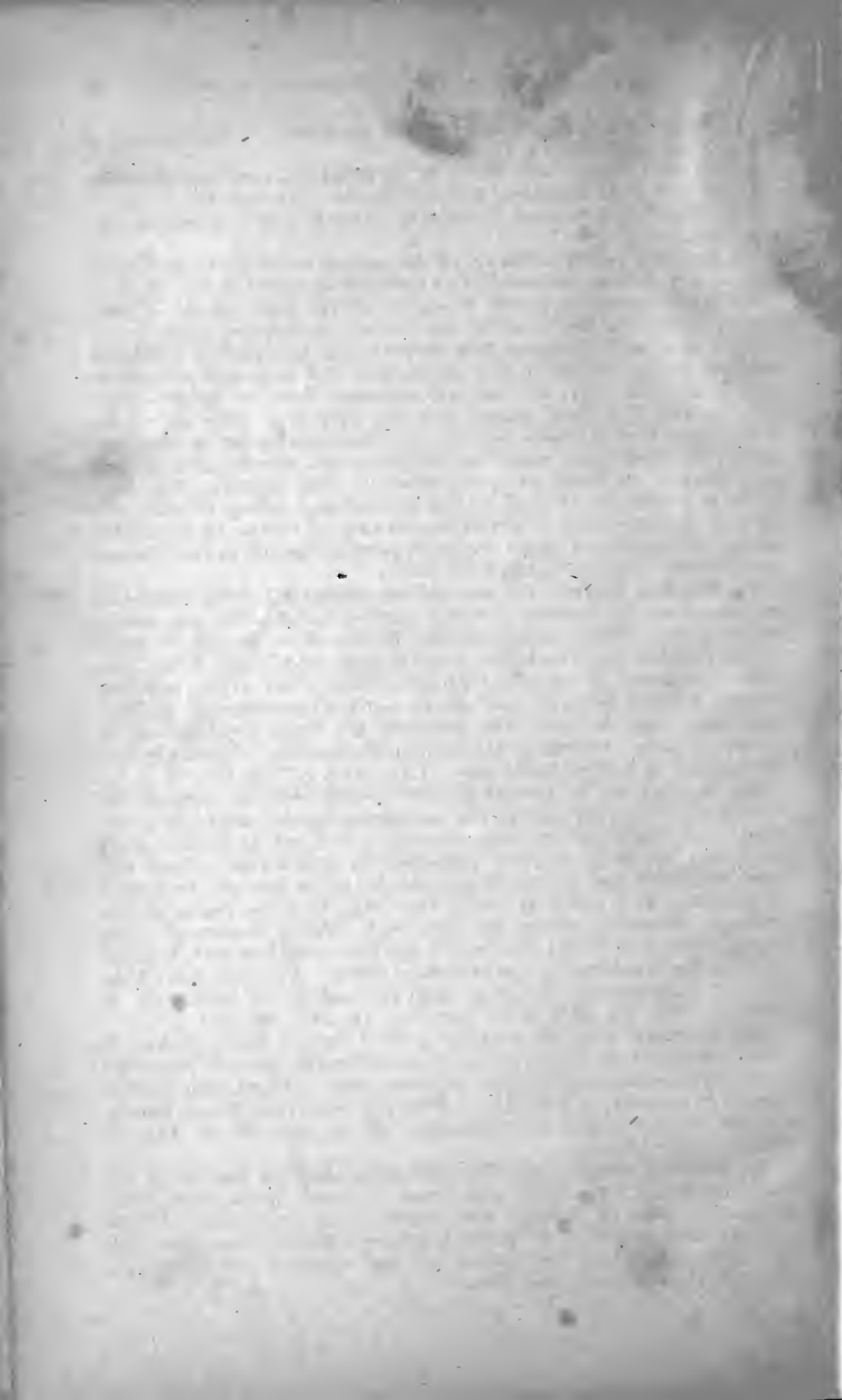
1. If less than 5 tons, none required.
2. If 5 tons or over, none required on main beam.

- (d) Name and home port—
 - 1. If less than 5 tons, none required.
 - 2. If 5 tons or over, name on each bow and on the stern and home port on stern.
- (e) Operator's license (if carrying passengers for hire), posted.
- (f) Official number designated by collector of customs to be painted on each bow on all undocumented vessels over 16 feet long.
- (g) White light forward, white light aft, side lights if under way at night only.
- (h) Anchor light if at anchor, at night only.
- (i) Tonnage or lights to be displayed.
- (j) Whistle.
- (k) Foghorn.
- (l) Bell.
- (m) Buoys for extinguishing burning gasoline.
- (n) Side lights fitted with screens.
- (o) If over 5 tons (net) and over 25 feet long, used as a pleasure boat to haul and certificate on board to show tax is paid.
- (p) Manifests of cargo, if engaged in trade with contiguous foreign territory.

Section 10.

Color bands.—Class III motor boats shall be examined in relation to the following:

- (a) Registered in foreign trade, except trade with contiguous foreign territory.
- (b) Enrollment and license, if over 20 tons.
- (c) License, if over 5 tons and less than 20 tons.
- (d) No document, if less than 5 tons.
- (e) Certificate of inspection, if over 15 tons, carrying freight and passenger for hire, and not engaged in fishing as a regular business, except, posted.
- (f) Two copies of Pilot Rules. (See Pilot rules.)
- (g) Check certificate of inspection for equipment, as for steamers.
- (h) Number and tonnage—
 - 1. If less than 5 tons, none required.
 - 2. If 5 tons or over, marked on main beam.
- (i) Name and home port—
 - 1. If less than 5 tons, none required.
 - 2. If 5 tons or over, name on each bow and on the stern and home port on stern.
- (j) Operator's license (if carrying passengers for hire), posted.
- (k) Official number designated by collector of customs to be painted on each bow on all undocumented vessels over 16 feet long.
- (l) White light forward, white light aft, side lights if under way at night only.
- (m) Anchor light, if at anchor, at night only.
- (n) Tonnage or lights to be displayed.
- (o) Whistle.
- (p) Foghorn.
- (q) Bell.



(*r*) Means for extinguishing burning gasoline.

(*s*) Side lights fitted with screens.

(*t*) If over 5 tons (net) and over 33 feet long, used as a pleasure boat, to have card certificate on board to show tax is paid.

(*u*) Manifests of cargo, if engaged in trade with contiguous foreign territory.

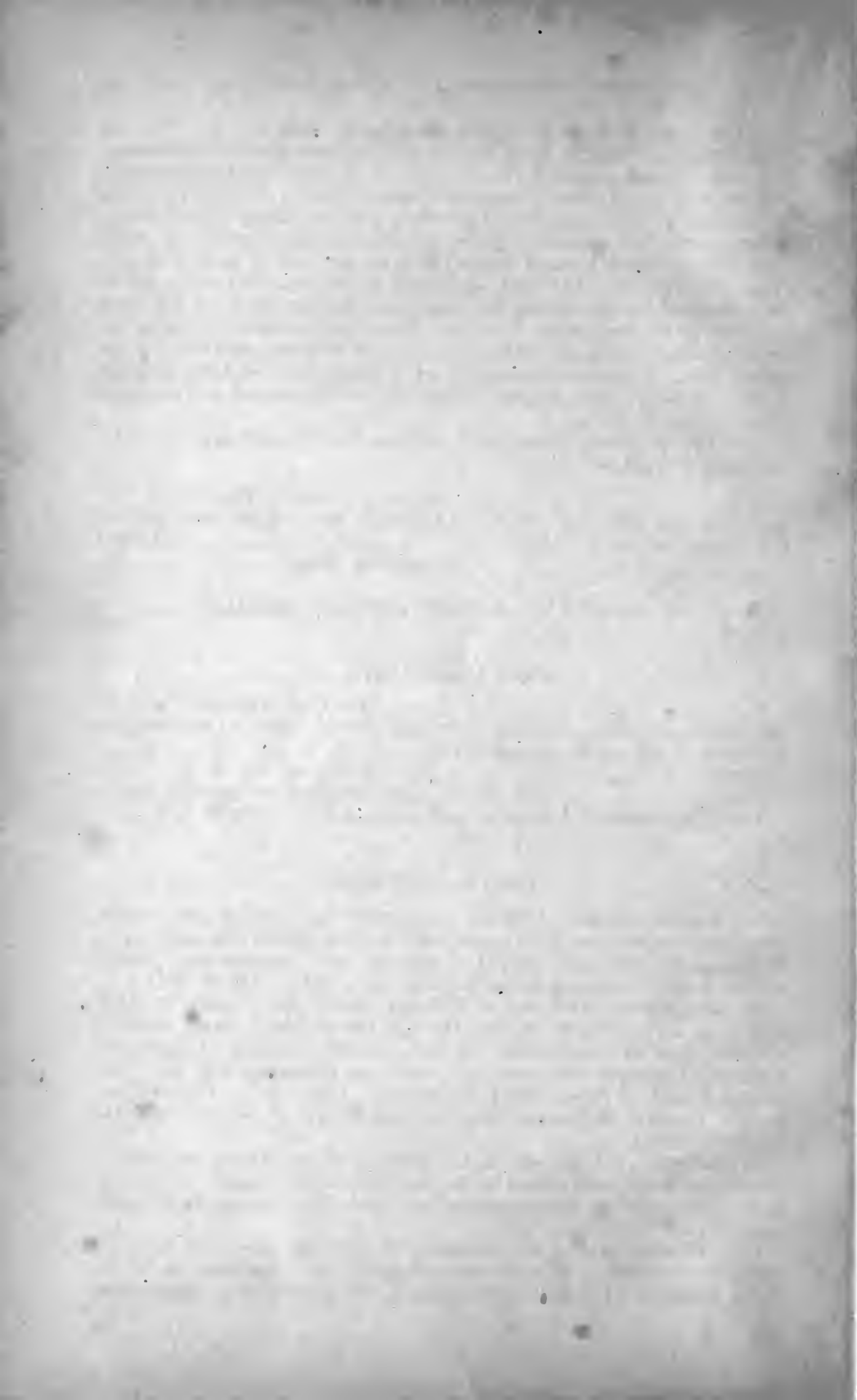
32. **Boarding vessels.**—Officers of the customs or of the Coast Guard may at any time go on board of any vehicle or vessel at any place in the United States or within 4 leagues of the coast of the United States to examine the manifest and inspect, search, and examine the vehicle or vessel and every part thereof, and any person, trunk, or package on board, and to this end to hail and stop such vehicle or vessel, if under way, and use all necessary force to compel compliance, and if it shall appear that any breach or violation of the laws of the United States has been committed whereby or in consequence of which such vessel or vehicle, or the merchandise, or any part thereof, on board of or imported by such vessel or vehicle is liable to forfeiture, it shall be the duty of such officer to make seizure of the same, and to arrest, or, in case of escape or attempted escape, to pursue and arrest any such person engaged in such breach or violation. (Sec. 581, tariff act 1922.)

33. **Boarding, illegal.**—(1) It shall be unlawful for the master of any vessel not in distress, *carrying passengers*, to allow any person except a pilot, officer of the customs, health officer, consul, or agent of the vessel to come on board or leave such vessel until it has been taken in charge by an officer of the customs, nor after so taking charge, without leave of such officer, until all passengers and baggage have been landed. The tugboats are to be construed to be pilots. Fine not exceeding \$1,000 upon the master. Applies to vessel engaged in foreign trade only. (Act Aug. 2, 1882, sec. 9.)

(2) It shall not be lawful for any person with or without the consent of the master, except the persons mentioned above, to go on board any vessel, *not carrying passengers*, and not in distress, until the vessel has been properly inspected by quarantine officers and customs officers and placed in security by being brought to a dock or anchored at a point at which the cargo is to be taken or discharged. Boarding officers are directed to ask the masters of every vessel which they board whether or not the vessel has been boarded prior to the boarding by the boarding officer. Fine not more than \$100 or imprisonment not more than six months, or both. (R. S. 4606; act Mar. 31, 1900, sec. 1; act Feb. 14, 1903, sec. 10.)

(3) Boarding a vessel engaged in the foreign trade within 24 hours after arrival to solicit seamen to become lodgers, or removing their effects, except under their personal attention and with permission of the master, is forbidden. Fine not more than \$50 or imprisonment not more than three months. (R. S. 4607, act of Apr. 13, 1904.) (*See Officers.*)

34. **Boarding entries.**—(1) The following shall be entered in the boarding book: Nationality and name of vessel; home port; name of master; port of lading; destination; cargo; violation. Whenever a violation of law is found, a proper report of the same shall be submitted, citing the nature of the violation or violations, statutes violated, and the fine.



(2) The entry made in the boarding book when a vessel is found with liquor on board in violation of existing laws shall be as follows: Nationality and name of vessel; type of vessel; tonnage; name of owner; address of owner; name of master; address of master; names of crew of vessel; home port of vessel; port of lading; destination; cargo; nature of violation of law; number of cases, barrels, or other kind of container; kind of liquor; if loose, number of sacks and bottles. Receipts with the data contained in the boarding entry are to be submitted to the master for approval and signature or for such notation as he may desire to make. The receipts are to be made out in triplicate, one for the master, one for the collector, and one for the unit's files. Whenever a transfer of a seized boat and its cargo is made to another unit, proper receipts shall be prepared and disposed of as indicated above.

(3) The boarding officer shall indorse the original manifest and the copy thereof as follows:

a. I, _____, certify that the within manifest was this day produced to me as an original manifest of the cargo on board the _____, whereof _____ is master, from _____

In witness whereof I have hereunto signed my name this _____ day of _____, 19__.

Coast Guard Cutter _____

b. I, _____, certify that I have examined the within manifest produced to me this day as a copy of the original manifest of the cargo on board the _____, whereof _____ is master, from _____, with the original, and find the same to agree.

In witness whereof I have hereunto signed my name this _____ day of _____, 19__.

Coast Guard Cutter _____

35. **Boarding officers.**—Officers, when boarding, making arrests, seizures, and inspections, shall make known their official character upon being questioned, and, if aid is needed, may require any person within 3 miles to assist in performing such duty. (R. S. 3071.)

36. **Boat plates.**—Builders of lifeboats shall affix a plate or other device to each lifeboat, having thereon the builder's name, number of boat, date of construction of boat, cubical contents of boat, and number of persons said boat will carry, as determined by the rules of the Board of Supervising Inspectors. (Sec. 10, p. 111; sec. 11, p. 175, General Rules and Regulations. Board of Supervising Inspectors, 1920.)

37. **Bribery.**—(1) Bribery is the making of or offering to make a present to a revenue officer by an importer or his agent. Fine not more than \$5,000 or imprisonment not more than two years, or both. (Act March 4, 1909, sec. 67.)

(2) Offering, giving, or promising to give any money or thing of value to an officer, directly or indirectly, in consideration of or for a violation of a duty pertaining to the importation, inspection,

The Board of Supervisors shall have the right to cause to be made a copy of any and all of the original manifest of cargo on board any vessel, and to cause the same to be compared with the original manifest, and to cause the same to be filed in the office of the Board of Supervisors. The Board of Supervisors shall also have the right to cause to be made a copy of any and all of the original manifest of cargo on board any vessel, and to cause the same to be compared with the original manifest, and to cause the same to be filed in the office of the Board of Supervisors. The Board of Supervisors shall also have the right to cause to be made a copy of any and all of the original manifest of cargo on board any vessel, and to cause the same to be compared with the original manifest, and to cause the same to be filed in the office of the Board of Supervisors.

(2) The Board of Supervisors shall have the right to cause to be made a copy of any and all of the original manifest of cargo on board any vessel, and to cause the same to be compared with the original manifest, and to cause the same to be filed in the office of the Board of Supervisors.

I, _____, do hereby certify that the within manifest was this day produced to me as an original manifest of the cargo on board the _____ is master thereof.

In witness whereof I have hereunto signed my name this _____ day of _____ 19____.

(Great Seal of the State)

& I, _____, do hereby certify that I have examined the within manifest produced to me as an original manifest of the cargo on board the _____ is master thereof, and find the same to agree with the original manifest filed in the office of the Board of Supervisors.

In witness whereof I have hereunto signed my name this _____ day of _____ 19____.

(Great Seal of the State)

33. Boarding officer.—Officers when boarding, visiting or exercising jurisdiction in questions shall make known their official character upon being questioned, and if aid is needed may require any person within 8 miles to assist in performing such duties. (R. S. 3071)

34. Boat plates.—Boatmen of lifeboats shall affix a plate or other device to each lifeboat, having thereon the number of the boat, date of construction of boat, and the name of the boat, and the number of persons and boat will carry as determined by the rules of the Board of Supervising Engineers. Sec. 10, R. S. sec. 11.

35. General rules and regulations.—Board of Supervising Engineers. 1937.

36. Bribery.—No officer in the making of or offering to make or present to a person or officer by an inhabitant or his agent, fine not more than \$500 or imprisonment not more than six years or both.

37. Offering money or promising to give any money or thing of value to an officer directly or indirectly in consideration of a violation of a duty pertaining to the investigation, inspection,



etc., of merchandise or baggage; or attempting to influence such officer by threats, demands, or promises is bribery. Fine not more than \$5,000 or imprisonment for not more than two years, or both. (Sec. 601, tariff act, 1922.)

38. **Builder's certificate.**—In order to document a vessel never before documented it is necessary to produce a certificate from the builder under whose direction the vessel was built, giving such particulars as are usually descriptive of the identity of a vessel. The time of build is the year of completion. The place of build is the place where the hull is built. Such certificate shall be sufficient to authorize the removal of a new vessel from the district where she may be built to another district in the same or an adjoining State, where the owner actually resides, provided it be with ballast only. (R. S. 4147; Treasury Decisions 5009, 5479, 8233.)

39. **Burglary.**—Breaking and entering a vessel with intent to commit a felony or maliciously cutting or destroying any cable, cordage, etc., belonging to a vessel, is burglary. Fine not more than \$1,000 and imprisonment not more than five years. (Act Mar. 4, 1909, sec. 299.)

40. **Clothing.**—Every vessel bound on a foreign voyage exceeding 14 days' duration shall be provided with at least one suit of woolen clothing for each seaman, and every vessel in the foreign or domestic trade must provide a safe and warm room for the use of seamen in cold weather. (Does not apply to fishing or whaling vessels, or yachts.) Penalty, owner or master subject to a fine of not less than \$100. (R. S. 4572, act approved Dec. 21, 1898, sec. 15.)

41. **Clearance.**—The register, or document in lieu thereof, deposited in making formal entry shall be returned to the master or owner of the vessel upon its clearance. The crew list must be delivered before clearance is granted to a vessel bound on a foreign voyage, or engaged in the whale fishing. (Sec. 437, tariff act, 1922.)

42. **Coastwise steamers.**—Under this designation shall be included all steam vessels navigating the waters of any ocean or the Gulf of Mexico 20 nautical miles or less offshore.

For the purpose of apportioning lifeboat and life-raft equipment upon coastwise steam vessels subject to the jurisdiction of the Steamboat Inspection Service, they shall be divided into the following classes:

(a) Passenger steam vessels.

(b) Passenger steam vessels the keels of which are laid after July 1, 1915.

(c) Cargo steam vessels and all other steam vessels unless hereinafter provided for.

(Sec. 1, p. 108, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

43. **Collector.**—The word "collector" means the collector of customs, and includes a deputy collector of customs and any person authorized by law or by regulations of the Secretary of the Treasury to perform the duties of collector of customs.

44. **Collision.**—Failure of master or person in charge of a merchant vessel of the United States to render assistance in case of collision and exchange information as to the name of the vessel, home port of vessel, port of departure and of destination. Fine of \$1,000 or

1. *Colony*—a group of animals in charge of a nest; a group of animals living together in a community.

On 11th April 1991, the following was received from the British Consulate in London:





imprisonment not over two years. (Act Sept. 4, 1890, secs. 1 and 2; see act Aug. 1, 1912.)

45. Crew.—(1) Failure of the master of a vessel of the United States, on returning from a foreign cruise or whaling trip, to produce for muster by the boarding officer all members named in the certified crew list. For each failure to produce any person on the crew list the master and owner are severally liable to a fine of \$400. (R. S. 4576: act Mar. 3, 1897, sec. 3.)

(2) The master of every vessel bound from a port in the United States to a foreign port, except vessels engaged in trade between the United States and the British North American possessions or the West India Islands or Mexico, or of any vessel of the burden of 75 tons or upward, bound from a port on the Atlantic to a port on the Pacific, or vice versa, shall, before he proceeds on such voyage, make an agreement, in writing or in print, with every seaman whom he carries to sea as one of the crew in the manner required. (R. S. 4511: act June 19, 1886, sec. 2.) Every agreement, except such as are otherwise specially provided for, shall be signed by each seaman in the presence of a shipping commissioner.

(3) A crew list is required on every vessel bound on a foreign voyage or engaged in the whale fishing. (R. S. 4573.)

(4) Every master of any vessel of the burden of 50 tons or upward, bound from a port in one State to a port in any other than an adjoining State, except vessels of the burden of 75 tons and upward, bound from a port on the Atlantic to a port on the Pacific, or vice versa, shall, before he proceeds on such voyage, make an agreement in writing or in print with every seaman on board such vessel, except apprentices and servants, declaring the voyage or term of time for which each seaman shall be shipped. Penalty, \$20 for each seaman shipped. (R. S. 4520, 4521.)

46. Custody of seized property.—All vessels, vehicles, merchandise, and baggage seized under the customs laws, laws relating to navigation, registry, enrolling, licensing, entry, and clearance shall be placed in the custody of the collector of the district in which seized. (Sec. 605, tariff act, 1922.)

47. Day.—The word "day" means the time from 8 o'clock antemeridian to 5 o'clock postmeridian.

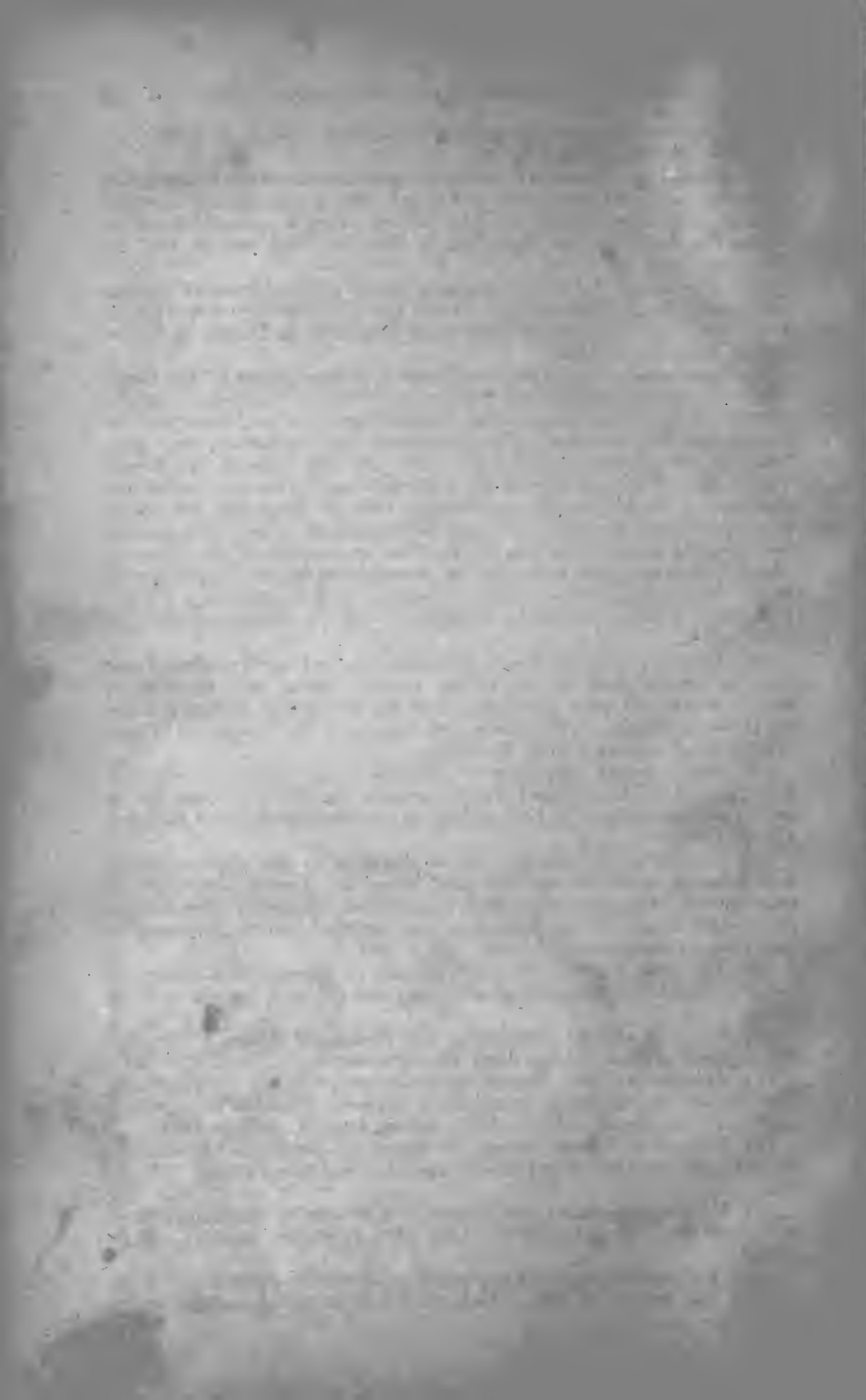
48. Death of passenger. (*See Passenger.*)

49. Deep-sea sounding apparatus.—It shall be the duty of the local inspectors to require all ocean passenger or freight steamers of 500 gross tons and upward, except paddle-wheel steamers, to be equipped with an efficient mechanical deep-sea sounding apparatus in addition to the ordinary deep-sea hand lead. The mechanical deep-sea sounding apparatus above required shall be installed, kept in working order, and ready for immediate use. (R. S. 4405, 4417, 4418; sec. 10, p. 172, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

50. Desertion.—(1) Procuring or aiding any soldier or seaman to desert from the military or naval service of the United States. Fine not more than \$2,000 and imprisonment not more than three years. (Act Mar. 4, 1909, sec. 42.)

(2) Desertion by a seaman or apprentice lawfully engaged. Forfeiture of all or any part of clothes or effects left on board and all





or any portion of wages or emoluments earned. (R. S. 4596, act Dec. 21, 1898, sec. 19; act Mar. 4, 1915, sec. 7.)

51. **Draft.**—(1) The draft of every registered vessel shall be marked upon the stem and stern post in English feet or decimeters, in either Arabic or Roman numerals. The bottom of each numeral shall indicate the draft to that line. (Acts Feb. 21, 1891, sec. 2; Jan. 20, 1897, sec. 2.)

(2) The master of every seagoing vessel shall, whenever leaving port, enter the maximum draft of his vessel in the log book. (R. S. 4405; sec. 4, p. 177, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

52. **Enrollment.**—(1) The enrollment is a description of the vessel while the license authorizes the trade in which the vessel may be employed. Licenses are granted for coasting trade and fisheries; the duration is for one year. The enrollment and license are now combined in one document, although there are still some in two forms. The license is in force during the time the vessel is owned, and of the description shown by the enrollment, and in the trade for which it is specifically licensed. It must be presented to the collector for indorsement within three days after the expiration of the time for which it was granted, and must be surrendered in case of change of build, ownership, district, trade, or arrival under temporary papers. Fine \$10, which will not be mitigated. (R. S. 4325; act Apr. 24, 1906, sec. 2.)

(2) Vessels on the northern, northeastern, and northwestern frontiers, otherwise than by sea, of the United States shall be enrolled and licensed, and may be employed in the foreign or domestic trade on those frontiers. (This does not apply to the waters of Puget Sound or of Alaska.) (R. S. 4318.)

(3) Steam vessels employed or intended to be employed only in a river or bay of the United States, owned wholly or in part by an alien resident within the United States, may be enrolled and licensed. (R. S. 4316.)

(4) Vessels of 20 tons and above engaged in the coasting trade and fisheries shall be enrolled and licensed. Vessels less than 20 tons and of 5 tons and more shall be licensed. No other vessels shall be deemed vessels of the United States, entitled to the privileges of the coasting trade and fisheries. (R. S. 4311.)

(5) The same regulations apply to the enrollment and license of vessels owned by a corporation as to registers of such vessels. (R. S. 4313.)

(6) Trading without enrollment and license, or license. Penalty, \$30 on each arrival. (Act June 19, 1886, sec. 7.)

(7) Failure to renew license upon change of build, owner, trade, district, or arrival under temporary papers. Penalty, \$10, which shall not be remitted. (R. S. 4325; act of Apr. 24, 1906, sec. 2.)

(8) Failure to indorse change of master on license and enrollment. Penalty, \$10 and the fees and tonnage of a registered vessel. (R. S. 4335.)

(9) Failure to exhibit enrollment and license to boarding officer for inspection. Penalty, \$100. (*See Vessel: Steam vessel.*) (R. S. 4336.)

(10) Failure to surrender expired license within three days. Fine against the master of \$10, which shall not be mitigated. Penalty

(5) Trading without enrollment and license or license renewal. (Act June 19, 1886, sec. 5.)

(1) Finding of child enrollment and license to board other

(10) Failure to surrender expired license within three days. Fines and the maximum \$10, which shall not be reduced. Penalties.

the first of these was the fact that the United States had not yet declared war on Great Britain. This was a serious disadvantage for the Americans, as it meant that they were fighting a war on foreign soil, and that they were fighting against a powerful naval power. However, the Americans were able to overcome these disadvantages by using their superior knowledge of the land and their superior marksmanship. They were also able to use their superior mobility to outmaneuver the British.

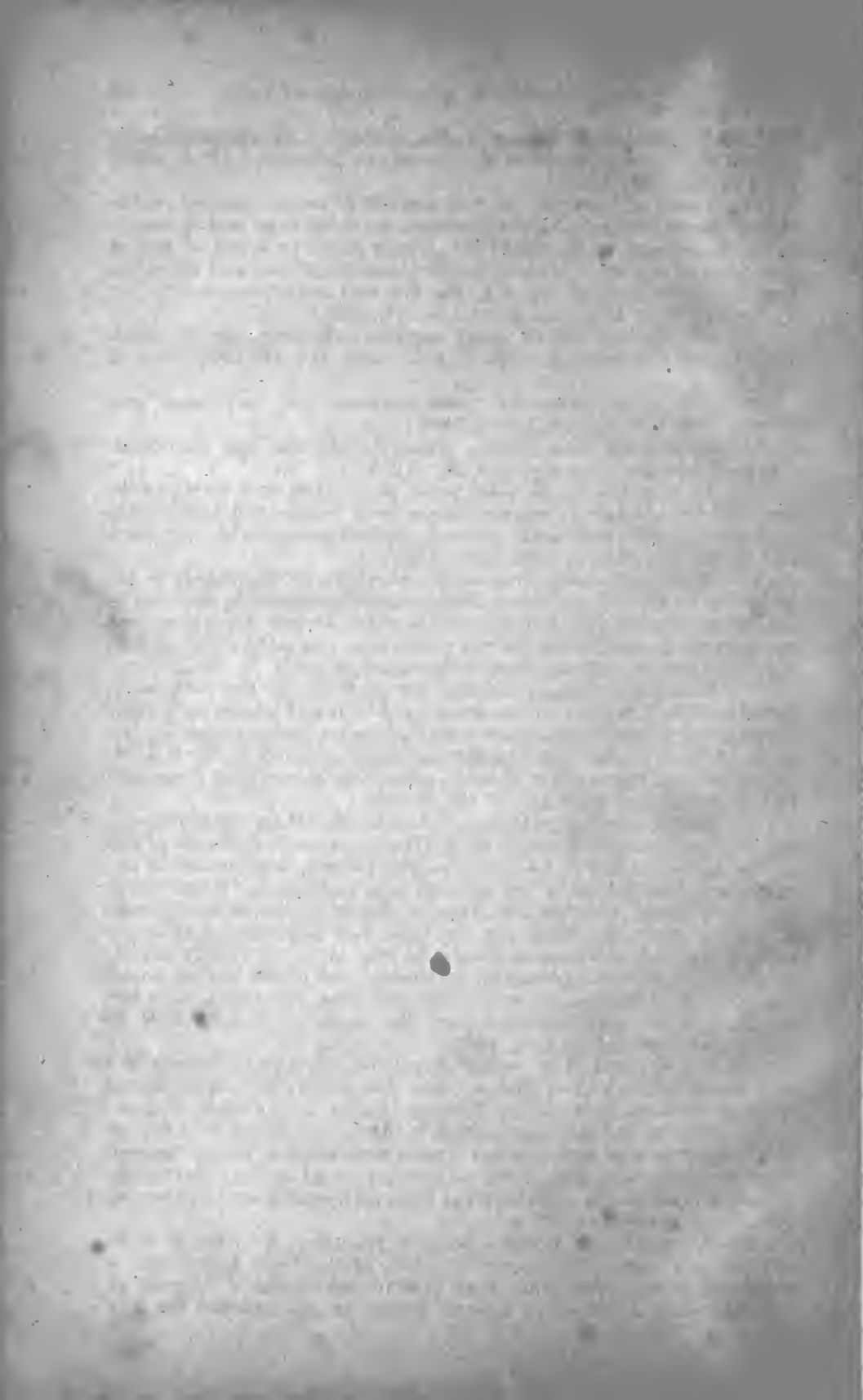
The second of the main reasons for the American victory was the fact that the British were overextended. They had to fight a long and costly war in Europe, and this meant that they were unable to commit as many resources to the war in America. The Americans, on the other hand, were fighting a war on their own soil, and this meant that they were able to commit more resources to the war. This was a significant advantage for the Americans.

The third of the main reasons for the American victory was the fact that the British were not united. There were many divisions within the British ranks, and this meant that they were unable to fight as a cohesive unit. The Americans, on the other hand, were united in their purpose, and this meant that they were able to fight as a cohesive unit.

The fourth of the main reasons for the American victory was the fact that the British were not prepared for the harsh American winter. They were used to fighting in the warm weather of Europe, and they were not prepared for the cold and snow of America. The Americans, on the other hand, were used to fighting in the cold and snow, and this gave them a significant advantage.

The fifth of the main reasons for the American victory was the fact that the British were not prepared for the American guerrilla tactics. The Americans used guerrilla tactics to great effect, and this was a new and unfamiliar tactic for the British. The Americans were able to use these tactics to their advantage, and this was a significant factor in their victory.

The sixth of the main reasons for the American victory was the fact that the British were not prepared for the American determination to win. The Americans were determined to win, and this was a significant factor in their victory. The British, on the other hand, were not as determined, and this was a significant disadvantage for them.



will not be enforced if license be lost, destroyed, or unintentionally mislaid and the provisions of R. S. 4326 are followed. (R. S. 4325; act Apr. 24, 1906, sec. 2.)

(11) Vessel of 5 net tons or over entitled to be documented (other than registered vessels) trading without an enrollment and license in force or engaged in the fisheries. Vessel liable to a fine of \$30 at each port of arrival. If the document expired at sea, and there has been no opportunity to renew it, the fine will not be imposed. (*See* Vessel.) (R. S. 4371; sec. 7, act June 19, 1886.)

(12) Change of trade of vessel requires redocumenting of vessel. Penalty for failure \$100. (R. S. 4323; acts Jan. 16, 1905; July 5, 1884.)

(13) Change of owner of vessel requires new enrollment and license. (R. S. 4329; act July 5, 1884.)

(14) Enrollment and license consolidated into one document. (Acts of Apr. 24, 1906, and Feb. 29, 1912.)

(15) An enrolled and licensed vessel proceeding on a foreign voyage without giving up her enrollment and license and being duly registered is, with her tackle, apparel, and furniture, liable to seizure and forfeiture. (R. S. 4337, 4338, 4377.)

(16) When any vessel licensed for carrying on the fishery is intended to touch and trade at a foreign port the master is required to obtain permission for that purpose previous to her departure, and upon return is required to deliver a manifest and make entry as provided for vessels arriving from a foreign port. (R. S. 4364.)

(17) Whenever a vessel licensed for carrying on the fisheries is found within 3 leagues of the coast of the United States with merchandise of foreign growth or manufacture on board exceeding the value of \$500, without having the authority required by R. S. 4364, the vessel and the cargo of foreign growth or manufacture are subject to seizure and forfeiture. (R. S. 4365.)

(18) Every vessel of 20 tons or upward, other than registered vessels, trading between district and district, or between different places in the same district, or carrying on the fishery, without being enrolled and licensed, or if less than 20 tons and not less than 5 tons, without a license, if laden with merchandise of United States growth or manufacture only, shall pay the same fees and tonnage in every port of the United States in which she may arrive as vessels not belonging to a citizen of the United States, and if she has on board any articles of foreign growth or manufacture, the vessel, with her tackle, apparel, and furniture, and the cargo on board, shall be seized and forfeited. (R. S. 4371.)

(19) Every vessel of 20 tons or upward, entitled to be documented as a vessel of the United States, other than registered vessels, found trading between districts, or different places in the same district, or carrying on the fishery, without being enrolled and licensed, or if less than 20 tons and not less than 5 tons without being licensed, shall be liable to a fine of \$30 at every port of arrival, unless the license expired at sea and there has been no opportunity to renew it. (Act June 19, 1886, sec. 7.)

(20) Whenever any licensed vessel is transferred, in whole or in part, to any person who is not a citizen of the United States or is employed in any other trade than that for which she is licensed, or is found with a forged or altered license or one granted for any

the first of these, the *Declaration of Independence*, was adopted on July 4, 1776, and the second, the *Constitution of the United States*, was adopted on September 17, 1787. The third, the *Bill of Rights*, was adopted on September 12, 1791.

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other vessel, such vessel with her tackle, etc., and cargo shall be forfeited. Vessels which may be licensed for the mackerel fishery shall not incur such forfeiture by engaging in catching cod or any other kind of fish. (R. S. 4337; 4377.)

(21) Oath required of master and owner of a licensed vessel. Penalty for violation, \$200, in addition to any other penalty imposed by law. (R. S. 4320; acts Jan. 16, 1895, sec. 5, and Feb. 14, 1903, sec. 10.)

53. Entry.—(1) Within 24 hours after the arrival of any vessel from a foreign port or place, or of a foreign vessel from a domestic port, or of a vessel of the United States carrying bonded merchandise, or foreign merchandise for which entry has not been made, at any port or within any harbor or bay at which such vessel shall come to, the master shall, unless otherwise provided by law, report the arrival of the vessel at the customhouse. (Sec. 433, tariff act, 1922.)

(2) The master of a vessel of the United States arriving in the United States from a foreign port or place shall, within 48 hours after its arrival within the limits of any customs-collection district, make formal entry of the vessel at the customhouse by producing and depositing with the collector the vessel's crew list, its register, or document in lieu thereof, the clearance and bills of health issued to the vessel at the foreign port or ports from which it arrived, together with the original and one copy of the manifest, and shall make oath that the ownership of the vessel is as indicated in the register and that the manifest was made out in accordance with section 431 of this act. (Sec. 434, tariff act, 1922.)

(3) The master of any foreign vessel arriving within the limits of any customs-collection district shall within 48 hours thereafter make entry at the customhouse in the same manner as is required for the entry of a vessel of the United States, except that a list of the crew need not be delivered, and that instead of depositing the register or document in lieu thereof, such master may produce a certificate by the consul of the nation to which such vessel belongs that said documents have been deposited with him: *Provided*, That such exception shall not apply to the vessels of foreign nations in whose ports American consular officers are not permitted to have the custody and possession of the register and other papers of vessels entering the ports of such nations. (Sec. 435, tariff act, 1922.)

(4) Every master who fails to make the report or entry provided for in sections 433, 434, and 435 of the tariff act, 1922, shall for each offense be liable to a fine of not more than \$1,000. (Sec. 436, tariff act, 1922.)

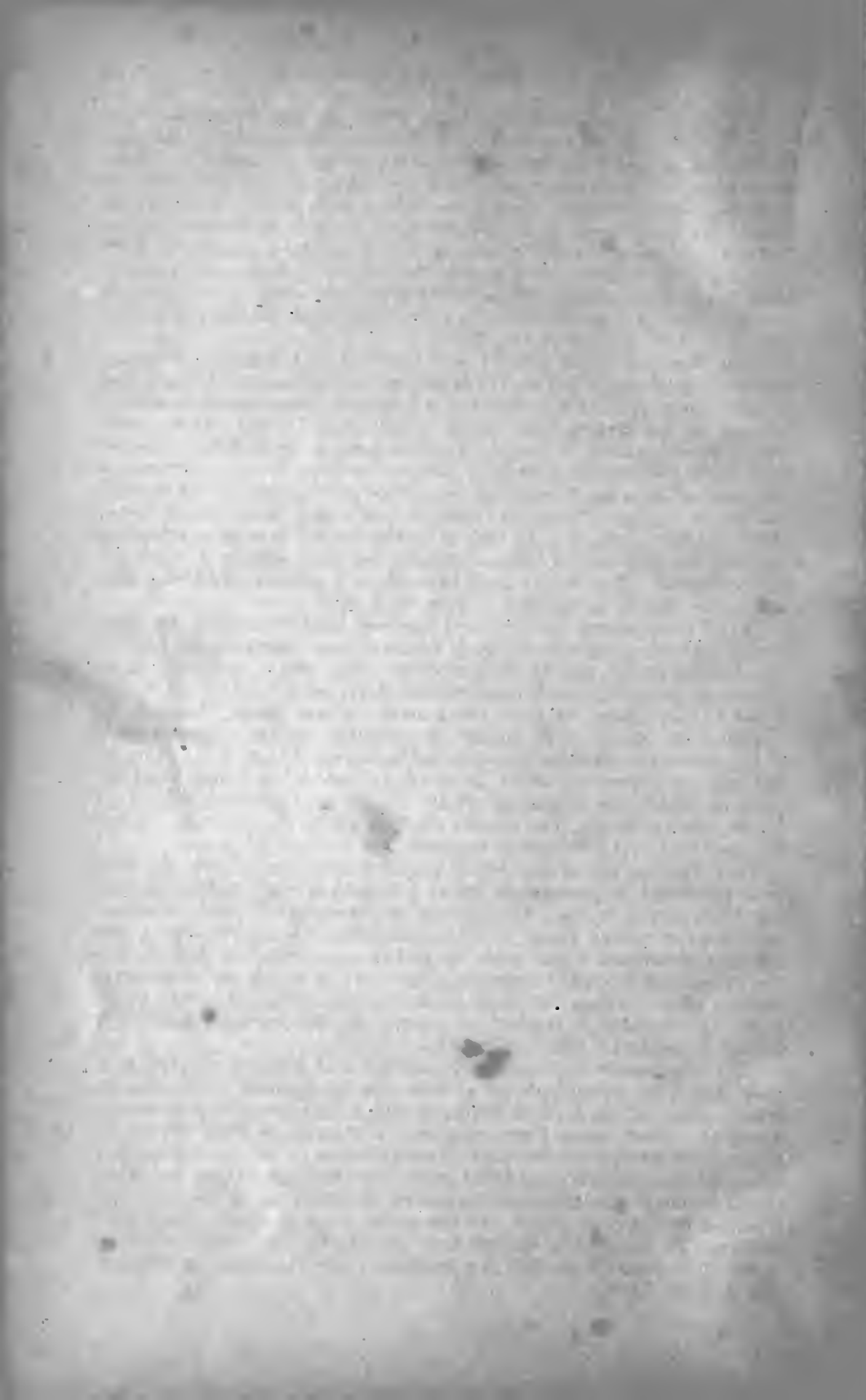
(5) Failure of master of any vessel bound to the United States to produce manifest. Penalty, \$500. (Sec. 584, tariff act, 1922.)

(6) Failure to include all merchandise, including all sea stores, on manifest. The master subject to penalty equal to the value of merchandise not included. (Sec. 584, tariff act, 1922.)

(7) Failure to account for merchandise described in manifest. Penalty, \$500. (Sec. 584, tariff act, 1922.)

(8) Smoking opium or opium prepared for smoking found on a vessel and not included on the manifest subjects master to a penalty of \$25 for each ounce found. (Sec. 584, tariff act, 1922.)





(9) If any vessel or vehicle from a foreign port or place arrives within the limits of any collection district and departs or attempts to depart, except from stress of weather or other necessity, without making a report or entry under the provisions of this act, or if any merchandise is unladen therefrom before such report or entry, the master of such vessel shall be liable to a penalty of \$5,000, and the person in charge of such vehicle shall be liable to a penalty of \$500, and any such vessel or vehicle shall be subject to forfeiture, and any customs or Coast Guard officer may cause such vessel or vehicle to be arrested and brought back to the most convenient port of the United States. (Sec. 585, tariff act, 1922.)

(10) The master of every vessel enrolled and licensed to engage in the foreign and coasting trade on the northern, northeastern, and northwestern frontiers of the United States, except canal boats employed in navigating the canals within the United States, shall before the departure of his vessel from a port in one collection district to a port in another collection district present to the collector at the port of departure duplicate manifests of his cargo, or if he have no cargo duplicate manifests setting forth that fact; the collector shall indorse on such manifests a certificate of clearance, retaining one for the files of his office, the other he shall deliver for the use of the master. The master shall be liable to a penalty of \$20 for each and every failure or neglect. (R. S. 3116, 3125.)

(11) If any vessel enrolled and licensed for the purpose set forth in the preceding paragraph shall touch at any intermediate port of the United States and there discharge cargo taken on board at an American port or at such intermediate ports shall take on cargo destined for an American port, the master of such vessel shall not be required to report such lading or unlading at such intermediate ports, but shall enter the same on his manifest obtained at the original port of departure, which he shall deliver to the collector of the port at which the unlading of the cargo is completed within 24 hours after arrival. The master shall be liable to a penalty of \$20 for each and every failure or neglect. (R. S. 3117, 3125.)

(12) The master of any vessel enrolled and licensed for the purpose provided in paragraph 10 of this article shall before departing from a port in one collection district to a place in another collection district where there is no customhouse file his manifest and obtain a clearance, which manifest and clearance shall be delivered to the proper officer of the customs at the port at which the vessel next arrives after leaving the place of destination specified in the clearance. The master is liable to a penalty of \$20 for each and every failure or neglect. (R. S. 3118, 3125.)

(13) The master of any vessel enrolled and licensed for the purpose stated in paragraph 10 of this article destined with a cargo from a place in the United States at which there may be no customhouse to a port where there may be a customhouse shall within 24 hours after arrival at the port of destination deliver to the proper officer of the customs a manifest subscribed by him setting forth the cargo laden at the place of departure or laden or unladen at any intermediate port or place. If the vessel have no cargo the master shall not be required to deliver such manifest. The master shall be liable to a penalty of \$20 for each and every failure or neglect. (R. S. 3122, 3125.)

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(14) If there be any merchandise or baggage on board a vessel from a foreign port which is not included in or which does not agree with the manifest, the master of the vessel shall make a post entry thereof, and mail a copy to the Comptroller General of the United States or mail or deliver a copy to the comptroller of customs, if any, and for failure so to do shall be liable to a penalty of \$500. (Sec. 440, tariff act, 1922.) This refers to trade by sea.

(15) The following vessels shall not be required to make entry at the customhouse: (Sec. 441, tariff act, 1922.)

a. Vessels of war and public vessels employed for the conveyance of letters and dispatches and not permitted by the laws of the nations to which they belong to be employed in the transportation of passengers or merchandise in trade.

b. Passenger vessels making three trips or oftener a week between a port of the United States and a foreign port, or vessels used exclusively as ferryboats, carrying passengers, baggage, or merchandise: *Provided*, That the master of any such vessel shall be required to report such baggage and merchandise to the collector within 24 hours after arrival.

c. Yachts of 15 gross tons or under not permitted by law to carry merchandise or passengers for hire.

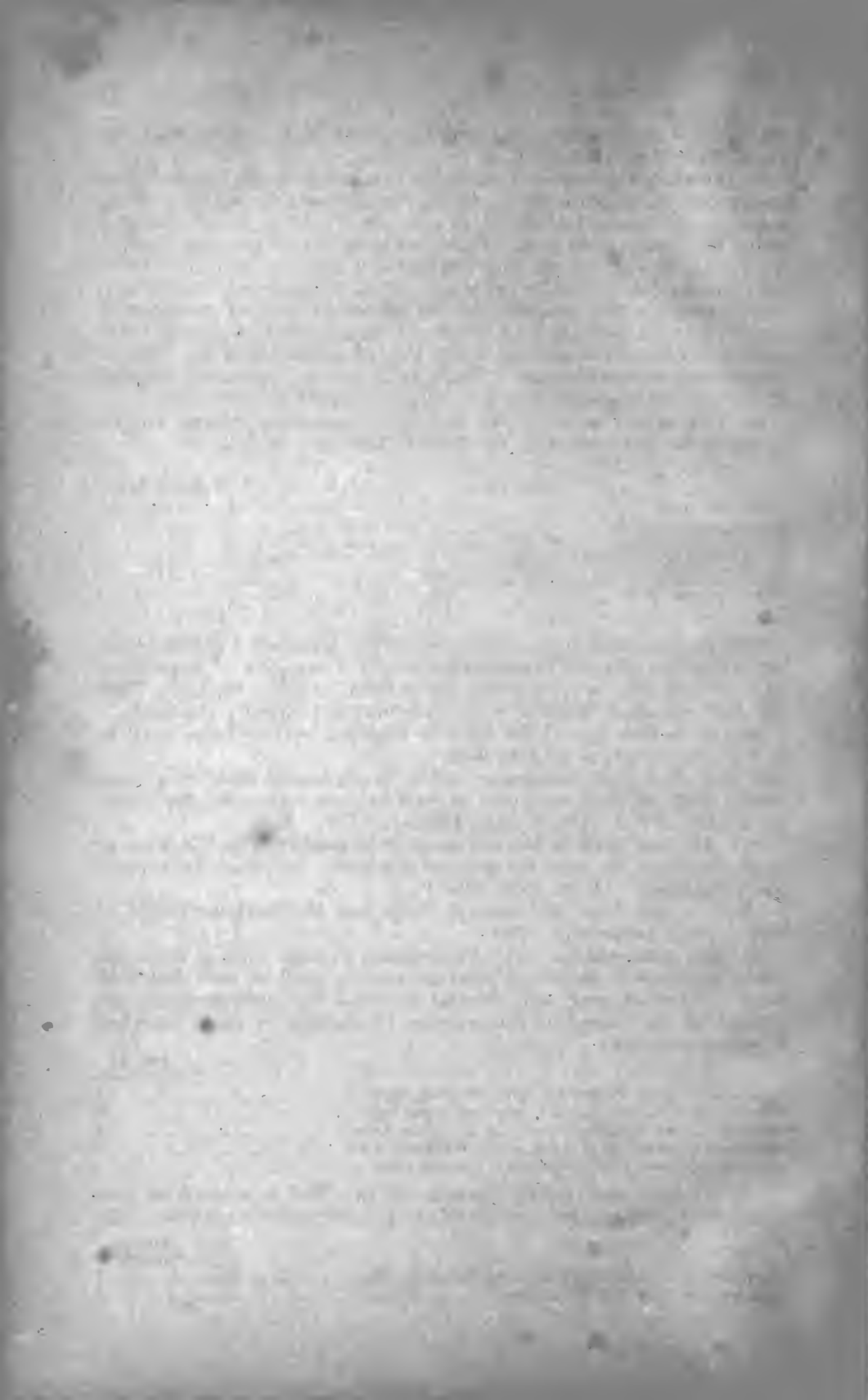
d. Vessels arriving in distress or for the purpose of taking on bunker coal, bunker oil, or necessary sea stores and which shall depart within 24 hours after arrival without having landed or taken on board any merchandise other than bunker coal, bunker oil, or necessary sea stores: *Provided*, That the master, owner, or agent of such vessel shall report under oath to the collector the hour and date of arrival and departure and the quantity of bunker coal, bunker oil, or necessary sea stores taken on board.

e. Tugs enrolled and licensed to engage in the foreign and coasting trade on the northern, northeastern, and northwestern frontiers when towing vessels which are required by law to enter and clear. (This does not apply to waters of Puget Sound or of Alaska.)

54. Explosives.—(1) Carrying dynamite, gunpowder, or other explosives (except small-arms ammunition, signal devices for safety in operation, and samples of explosives properly packed and marked) or delivering or causing to be delivered on board of any vessel or vehicle transporting passengers for hire. Master liable to a fine of not over \$1,000 and imprisonment for not more than one year. (Act Mar. 4, 1909, sec. 232; R. S. 4278; act Aug. 2, 1882, sec. 8.)

(2) Carrying nitroglycerine, fulminate in bulk in dry condition, or other like (high) explosive on any vessel or vehicle, unless securely inclosed, packed, marked, and stored as required, and in no case to be transported on vessels carrying passengers. Master liable to a fine of not over \$1,000, and to imprisonment for not more than one year. (Act Mar. 4, 1909, sec. 234; R. S. 4472; acts Mar. 29, 1918; Feb. 27, 1877; Feb. 20, 1901; Feb. 18, 1905; Mar. 3, 1905, sec. 8; May 28, 1906; Jan. 24, 1913; R. S. 4278; R. S. 4279; act Aug. 2, 1882, sec. 8.)

(3) Shipper failing to properly mark packages containing explosives, friction matches, chemical acids, or like dangerous articles, or to inform the carrier of the true character thereof, or delivering to any vessel as stores unless packed and marked as required. Fine not more than \$2,000, or imprisonment not more than 18 months, or both,



and seizure and forfeiture of articles. (Act Mar. 4, 1909, sec. 235; R. S. 4279; R. S. 4475, 4476.)

55. **Fire-alarm system.**—All steamers of more than 150 feet in length under the jurisdiction of the Steamboat Inspection Service, whose construction is contracted for after June 30, 1916, which are provided with staterooms or other sleeping quarters for passengers, shall be equipped with an efficient fire-alarm system or indicator which will automatically register, at some central point or station where it can be most quickly observed by the officers or crew of the steamer, the presence or indication of fire in the staterooms and various other compartments of the steamer which are not accessible to the observation of the officers or crew. (R. S. 4472; sec. 14, page 146, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

56. **Fire apparatus.**—(1) All steamers navigating oceans are required to be provided with fire buckets and axes, as follows:

Gross tons.	Buckets.	Axes.
All steamers not over 10 tons.....	2	1
All steamers over 10 tons and not over 50 tons.....	4	1
All steamers over 50 tons and not over 200 tons.....	8	2
All steamers over 200 tons and not over 500 tons.....	16	4
All steamers over 500 tons and not over 1,000 tons.....	20	6
All steamers over 1,000 tons.....	25	8

Fire buckets shall be of a capacity of not less than 3 gallons each, but where buckets already installed are of a capacity of less than 3 gallons each they may continue to be used, and fire buckets of the standard size shall be added to provide the total capacity required.

Not more than six of the buckets required by this table shall be carried on the upper or boat deck.

Fire buckets shall, when practicable, be constantly filled with water and in such positions on board as shall be most convenient for extinguishment of fire. (R. S. 4426, 4483.)

(2) All axes shall be located so as to be readily found in time of need, shall not be used for general purposes, and shall be kept in good condition. (R. S. 4426, 4483.)

(Secs. 1 and 2, p. 141, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

57. **Fire extinguishers.**—(1) All steamers of more than 15 tons, carrying passengers, including pleasure vessels, shall be provided with such number of good and efficient portable fire extinguishers, approved by the Board of Supervising Inspectors, as shall hereafter be prescribed, viz:

	Fire extinguishers.
Steamers of over 15 and not over 50 gross tons.....	1
Steamers of over 50 and not over 100 gross tons.....	2
Steamers of over 100 and not over 500 gross tons.....	3
Steamers of over 500 and not over 1,000 gross tons.....	6
Steamers of over 1,000 gross tons, not less than.....	8

(2) Freight and towing steamers of over 250 tons shall be provided with chemical fire extinguishers as hereinafter prescribed, viz:

	Fire extinguishers.
Steamers of over 250 and not over 500 gross tons.....	1
Steamers of over 500 gross tons.....	2

75. The following provisions shall apply to the construction of fire-escape doors.—(1) Every fire-escape door shall be constructed of iron or steel, and shall be capable of being opened from the outside without the aid of any key or other contrivance.

(2) Every fire-escape door shall be provided with a locking device, which shall be capable of being opened from the outside without the aid of any key or other contrivance. The locking device shall be so constructed as to prevent the door from being opened from the inside without the aid of a key or other contrivance.

(3) Every fire-escape door shall be provided with a fire-resisting material, which shall be capable of resisting fire for a period of not less than 30 minutes.

Fire-resisting material.	Fire-resisting material.
1. Asbestos.	2. Concrete.
3. Brick.	4. Stone.
5. Terra-cotta.	6. Glass.
7. Metal.	8. Other.

76. Every fire-escape door shall be provided with a fire-resisting material, which shall be capable of resisting fire for a period of not less than 30 minutes. The fire-resisting material shall be so constructed as to prevent the door from being opened from the inside without the aid of a key or other contrivance.

77. Every fire-escape door shall be provided with a locking device, which shall be capable of being opened from the outside without the aid of any key or other contrivance.

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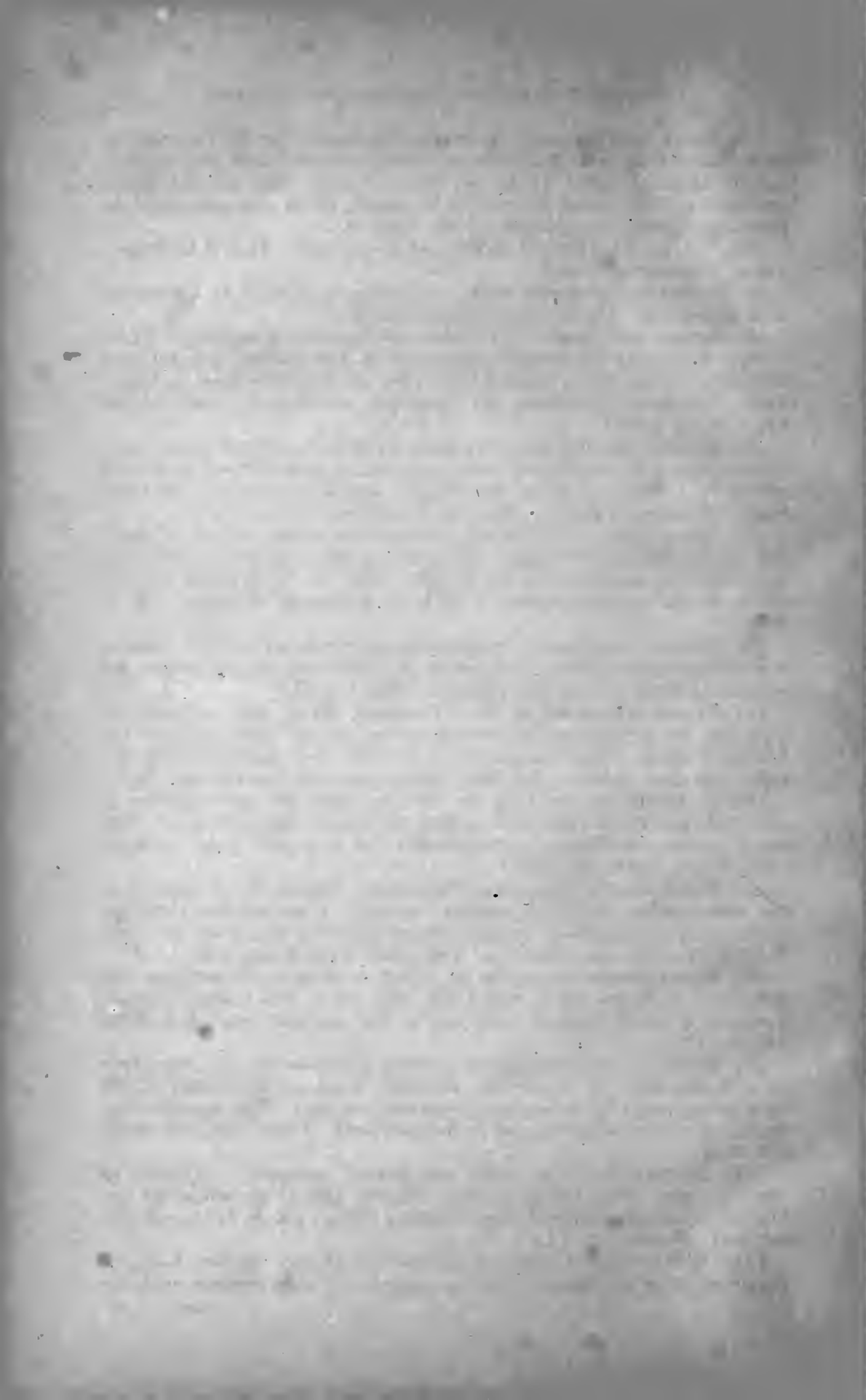
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90. Every fire-escape door shall be provided with a fire-resisting material, which shall be capable of resisting fire for a period of not less than 30 minutes.



(3) Extra charges shall be carried on board for 50 per cent of each class of fire extinguishers provided, whether soda and acid or carbon tetrachloride. If 50 per cent of each class of fire extinguishers carried gives a fractional result, extra charges shall be provided for the next largest whole number.

(Sec. 13, p. 144, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

58. Fishermen, agreement with.—Attention is invited to agreement with fishermen. (R. S. 4391–4394, inclusive.)

59. Forgery and fraud.—(1) False oath to obtain registry. If by owner, forfeiture of vessel, together with her tackle, apparel, and furniture, or the value thereof to be recovered. If by master, knowingly, forfeiture of vessel not incurred, but master fined \$1,000. (R. S. 4143, 4144.)

(2) Falsely altering any certificate of entry required to be made by any officer of customs or knowingly using such forged or altered certificate. Fine not more than \$5,000 and imprisonment not more than two years, or both. (Sec. 591, tariff act, 1922.)

(3) Every person who forges, counterfeits, erases, alters, or falsifies any enrollment, license, certificate, permit, or other document mentioned or required in R. S. 4311–4390, to be granted by any officer of the revenue, shall be liable to a penalty of \$500. (R. S. 4375.)

(4) Falsely altering or counterfeiting ship's papers or custom-house documents. Fine not more than \$1,000 and imprisonment not more than three years. (Act Mar. 4, 1909, sec. 72.)

(5) Falsely assuming to be a revenue officer, and as such demanding or receiving any money or article of value due to the United States. Fine not more than \$500 and imprisonment not more than two years. (Act Mar. 4, 1909, sec. 66; see also sec. 32.)

(6) Fraudulently marking or labeling imported merchandise or obliterating such marks, with intent to conceal information. Fine not exceeding \$5,000 or imprisonment not over one year, or both. (Sec. 304-b, tariff act, 1922.)

(7) Fraudulently importing, concealing, dealing in, or transporting merchandise imported contrary to law. Fine not less than \$50 nor more than \$5,000 or imprisonment not over one year, or both. Forfeiture of the merchandise. (Sec. 593-b, tariff act, 1922.)

(8) Fraudulently obtaining or using certificate of registry, enrollment, or license by a vessel not entitled to the benefit thereof. Forfeiture of the vessel with her tackle, apparel, and furniture. (R. S. 4189.)

(9) Entry of merchandise by issuing and passing or attempting to pass any false or fraudulent invoice. Fine not exceeding \$5,000 or imprisonment not exceeding two years, or both. The merchandise forfeited or the value thereof to be recovered. (Secs. 591, 592, tariff act, 1922.)

(10) Making or using false sea letter, passport, certificate of registry, etc. Fine not more than \$5,000, and if an officer of the United States disqualified from holding office. (R. S. 4191; see also act Mar. 4, 1909, sec. 72.)

(11) Willful concealment or destruction of any invoice, book, or paper relating to imports for the purpose of suppressing evidence



of fraud contained therein, or after demand for inspection by the collector. Fine not more than \$5,000 or imprisonment not more than two years, or both. (Act Mar. 4, 1909, sec. 64.)

60. **Gunpowder.**—Carrying gunpowder on passenger vessels of the United States without a certificate of the local inspectors of steam vessels, or not in accordance with its provisions. Vessel liable to fine of \$100 for each offense. (R. S. 4422; R. S. 4424; act Mar. 4, 1915, secs. 2 and 4.) (*See Explosives.*)

61. **Hatches.**—It shall be the duty of the master of any vessel under the jurisdiction of the Steamboat Inspection Service to assure himself, before proceeding to sea, that all the cargo hatches of his vessel are properly covered and the covers secured. The covers of all exposed hatches shall be made water-tight by the use of pliable gaskets or by heavy canvas tarpaulins, thoroughly covering the hatch cover and firmly secured by iron or steel bars extending from side to side or end to end of the hatchway, which bars shall be securely fastened by toggles or wedges made of hardwood or by the use of efficient screw fastenings. Failure by the master of any vessel to observe this regulation shall be sufficient cause for suspension or revocation of his license on a charge of inattention to his duty. (R. S. 4405, 4417; sec. 17, p. 180, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

62. **Home port.** (*See Vessels; Name; Port.*)

63. **Importation, illegal.** (*See Merchandise.*)

64. **Importation, prohibited.** (*See Prohibition.*)

65. **Inflammable materials.**—(1) Carrying loose cotton, loose hemp, etc., on passenger vessels, or, if in bales, not conforming to regulations established by the Department of Commerce. Fine of \$5 for every bale of cotton or hemp shipped, which shall be liable to seizure and sale to secure the payment thereof. (R. S. 4472, act Mar. 3, 1905, sec. 8; R. S. 4473.)

(2) Oil of vitriol, unslaked lime, matches, gunpowder, etc., shipped without notice in writing to person in charge of lading. Fine of \$1,000 against the person so shipping. (R. S. 4288; acts June 19, 1886, sec. 4; June 26, 1884, sec. 18; R. S. 4289, act June 19, 1886, sec. 4.) (*See Explosives; Gunpowder.*)

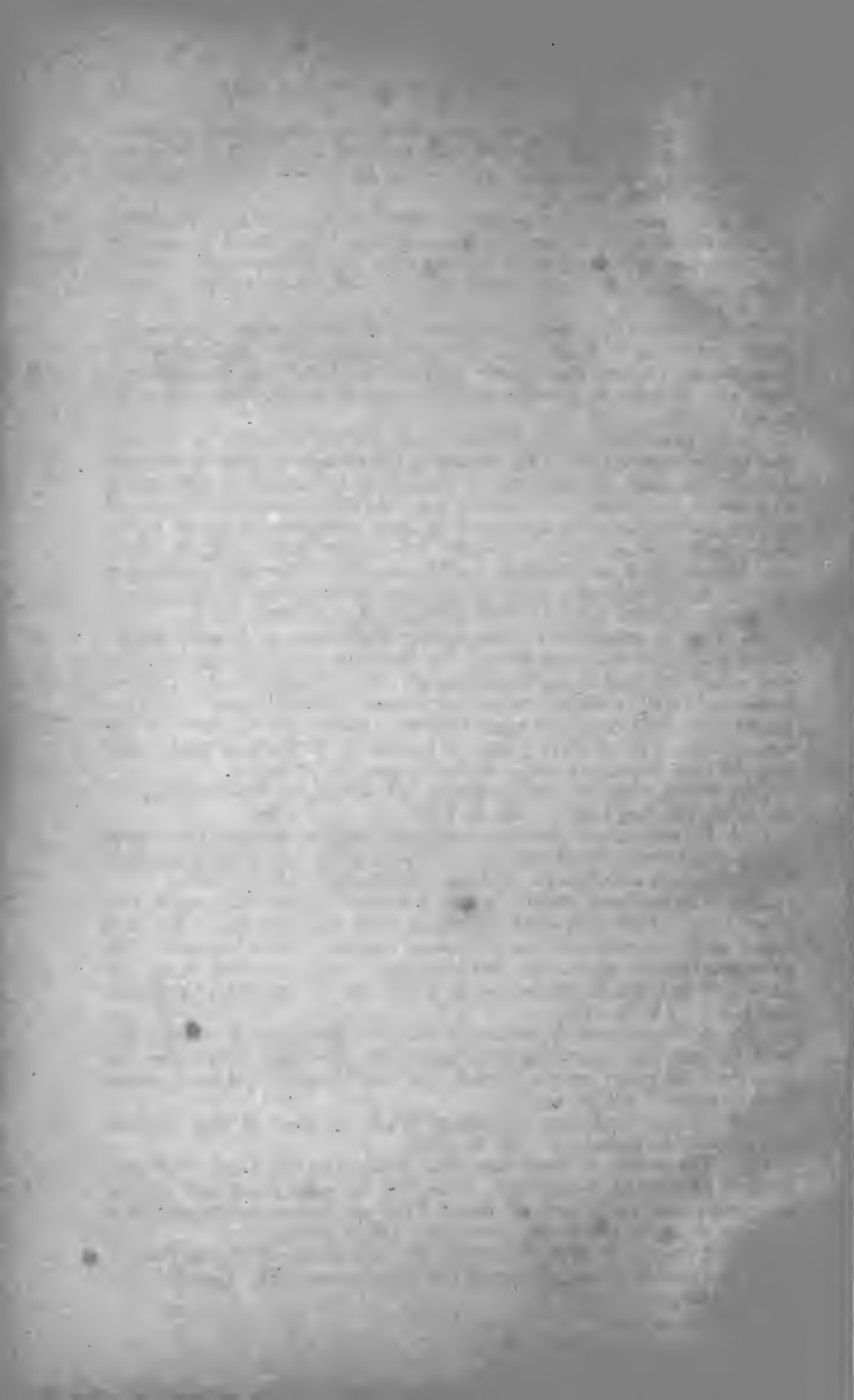
66. **Inspection, certificate of.**—(1) The certificate of inspection is a certificate issued by the United States Steamboat Inspection Service to each vessel that is required to be inspected.

(2) The hull and equipment of each steam vessel, the hull of every sailing vessel over 700 tons carrying passengers for hire, and the hulls of all other vessels and barges over 100 tons carrying passengers for hire, and the hull and equipment of every seagoing barge of 100 gross tons or over shall be inspected once each year by the local inspectors of steam vessels. (R. S. 4417; acts Dec. 21, 1898, sec. 4; May 28, 1908, sec. 10.)

(3) The boilers of every steam vessel shall be inspected once each year. (R. S. 4418; act Mar. 3, 1905; R. S. 4426; acts Dec. 22, 1890; Jan. 18, 1897; Mar. 3, 1905, sec. 4; May 16, 1906; R. S. 4427.)

(4) All steam vessels over 65 feet in length engaged in trade (not laid up) must be inspected by the inspectors once each year. All steam vessels engaged in towing, if 65 feet in length or under, must be inspected.





(5) The engine, boiler, or other operating machinery of every motor boat more than 40 feet in length which is propelled by steam shall be subject to inspection and to approval of the design thereof. (Act June 9, 1910, sec. 1.)

(6) All vessels (motor power) driven by gas, gasoline, naphtha, or other fluid, over 15 gross tons, carrying freight and passengers for hire, but not engaged in fishing as a regular business, must be inspected once each year. This includes schooners having power. (R. S. 4426.)

(7) If any of the vessels referred to above operates with an expired certificate of inspection without having made application for reinspection (which the master must prove to the boarding officer), the vessel violates R. S. 4426 and 4499; act March 3, 1905, section 4; penalty \$500.

(8) If practicable, the certificate of inspection must be framed and posted under glass. In reporting these cases be sure to state in remarks the date of expiration of inspection and that it is practicable to post the certificate. On vessels carrying passengers, certificates of inspection should be posted under glass in conspicuous places where passengers can see them. Penalty for failure \$100. (R. S. 4423; acts Mar. 3, 1905, sec. 3; Mar. 4, 1915, sec. 3.) Carrying passengers without certificate of inspection or expired certificate or temporary certificate, penalty \$100. (R. S. 4424, act Mar. 4, 1915, sec. 4.)

(9) Vessels propelled by machinery other than by steam, subject to the inspection laws, are required to have the same lifeboat capacity and other equipment as steam vessels of the same class. The requirements will be found on the certificate. Sailing vessels carrying passengers shall have the same lifeboat capacity as steamers of the same class. (R. S. 4417; Rule III, secs. 8, 9. General Rules and Regulations, Board of Supervising Inspectors, 1920.)

(10) Steam vessels employed but not owned by the Government are subject to inspection. (R. S. 4400.)

(11) No enrollment, license, or register shall be granted to a steam vessel until such vessel has been inspected by the local steamboat inspectors and a certificate of inspection issued. (R. S. 4498.)

(12) The hull and boiler of every ferryboat, canal boat, yacht, and other small craft propelled by steam shall be inspected. No such vessel shall navigate without a licensed engineer and a licensed pilot, provided that on open steam launches of 10 gross tons and under one person, if duly qualified, may serve in the double capacity of engineer and pilot. (R. S. 4426.)

(13) All vessels of 15 gross tons and less, propelled in whole or in part by gas, etc., carrying passengers for hire shall carry one life preserver for every person carried, and shall be operated by a person duly licensed. (R. S. 4426.)

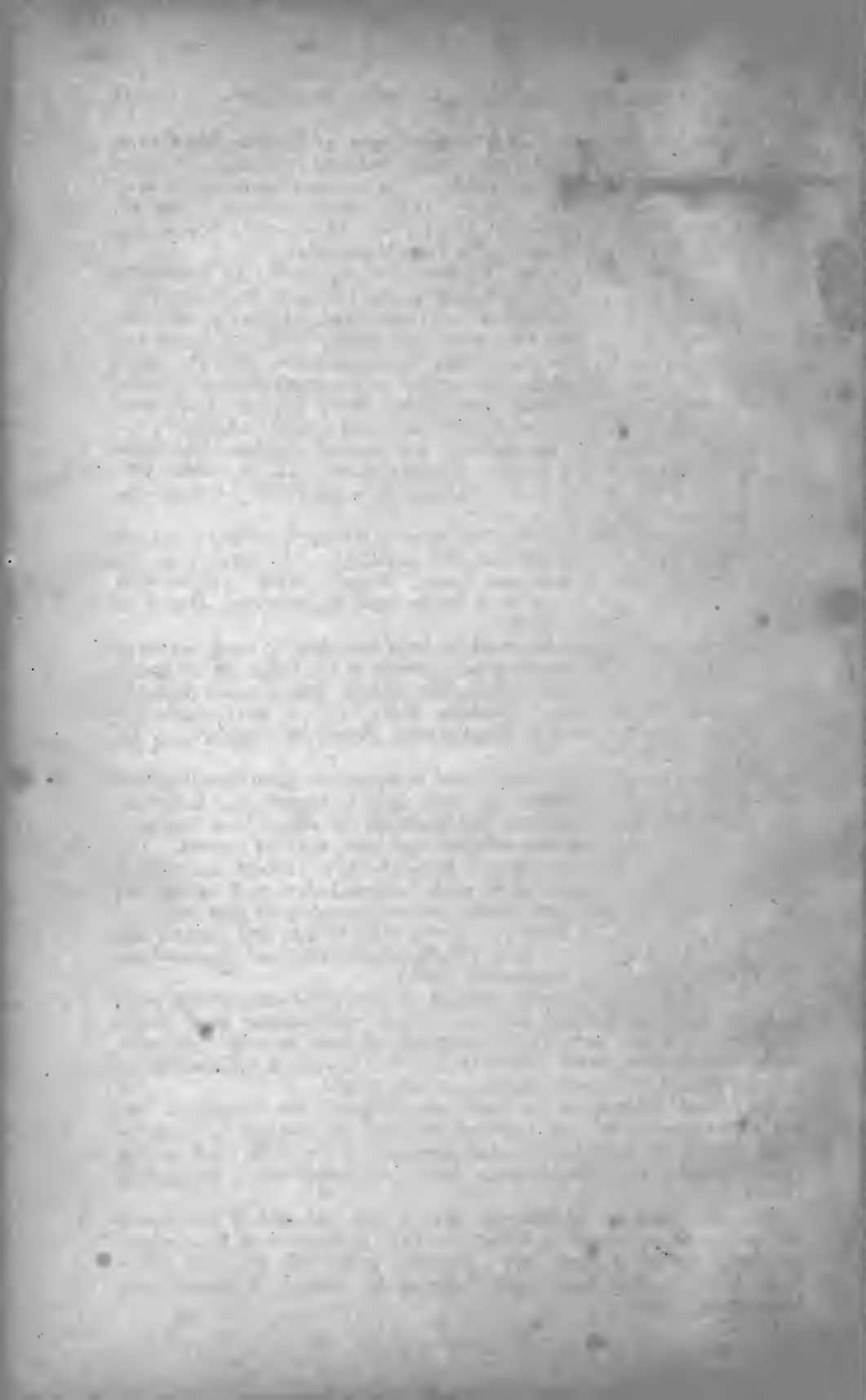
(14) Barges carrying passengers while in tow of any steamer are subject to inspection. (R. S. 4492.)

(15) The board of inspectors shall determine the number of passengers allowed to be carried. Fine, \$10 for each passenger carried in excess, and forfeiture of fare. Fine on master or owner, \$100 or imprisonment for 30 days, or both. (R. S. 4465.)

(16) Two copies of R. S. 4399-4500, Inspection of Steam Vessels, shall be kept on board all vessels carrying passengers. Penalty, \$20. (R. S. 4494.)

(1) The vessel shall be operated by a person who has been issued a license by the Department of Transportation.





(17) All the equipment of a steamer, such as buckets, hose, axes, boats, oars, rafts, life preservers, floats, barrels, and tanks, shall be painted or branded with the name of the steamer upon which they are used. Penalty, \$500. (R. S. 4405; ocean steamers, Rule II, sec. 73; coastwise steamers, Rule III, sec. 64, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

(18) All fire buckets must, if practicable, be constantly filled with water and in such position on board as shall be most convenient for extinguishing fire. In reporting these cases state whether practicable to keep fire buckets full; how many are empty and how many are full; and whether the number of fire buckets marked with the ship's name agrees with the number prescribed on the inspection certificate. Penalty, \$500. (R. S. 4426, 4483, 4492; Rule IV, sec. 1, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

(19) Fire axes must not be used for general purposes and must be kept in their proper places. Penalty, \$500. (R. S. 4426, 4483; Rule IV, sec. 2, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

(20) Fire buckets shall be of a capacity of not less than 3 gallons each. Not more than 6 buckets are required to be carried on the upper deck or boat deck of any vessel. Penalty, \$500. (R. S. 4426, 4483; Rule IV, sec. 1, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

(21) One length of hose shall be kept attached to each outlet of the fire mains and provided with a nozzle at all times on all steam vessels, except that steamers unloading freight may remove the same while actually unloading. Penalty, \$500. (R. S. 4471; Rule IV, sec. 11, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

(22) Lifeboats on all vessels are required to have the numbers of the boats plainly painted on each bow in figures not less than 3 inches high; odd-numbered boats should be secured on the starboard side and even-numbered on the port side of vessel. The cubical contents and number of persons each lifeboat may carry must also be plainly painted on each bow in letters and figures not less than three-fourths inch high, and the number of persons to be carried marked on at least two thwarts in letters and figures not less than 3 inches high. (Rule III, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

(23) The deck on which lifeboats or life rafts are carried must be kept clear of freight and any other obstructions that would interfere with the immediate launching of boat or raft. Penalty, \$500. (R. S. 4405, 4488; Rule III, sec. 22, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

(24) Boat falls must be ready at all times for immediate use. On all steamers of over 1,000 gross tons, covered tubs, boxes, or reels should be provided for the stowage of the falls. (Rule III, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

(25) The number of persons that a raft can safely carry and the name of the vessel to which the raft belongs must be conspicuously stenciled on each raft. Penalty, \$500. (R. S. 4405, 4488; Rule III, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

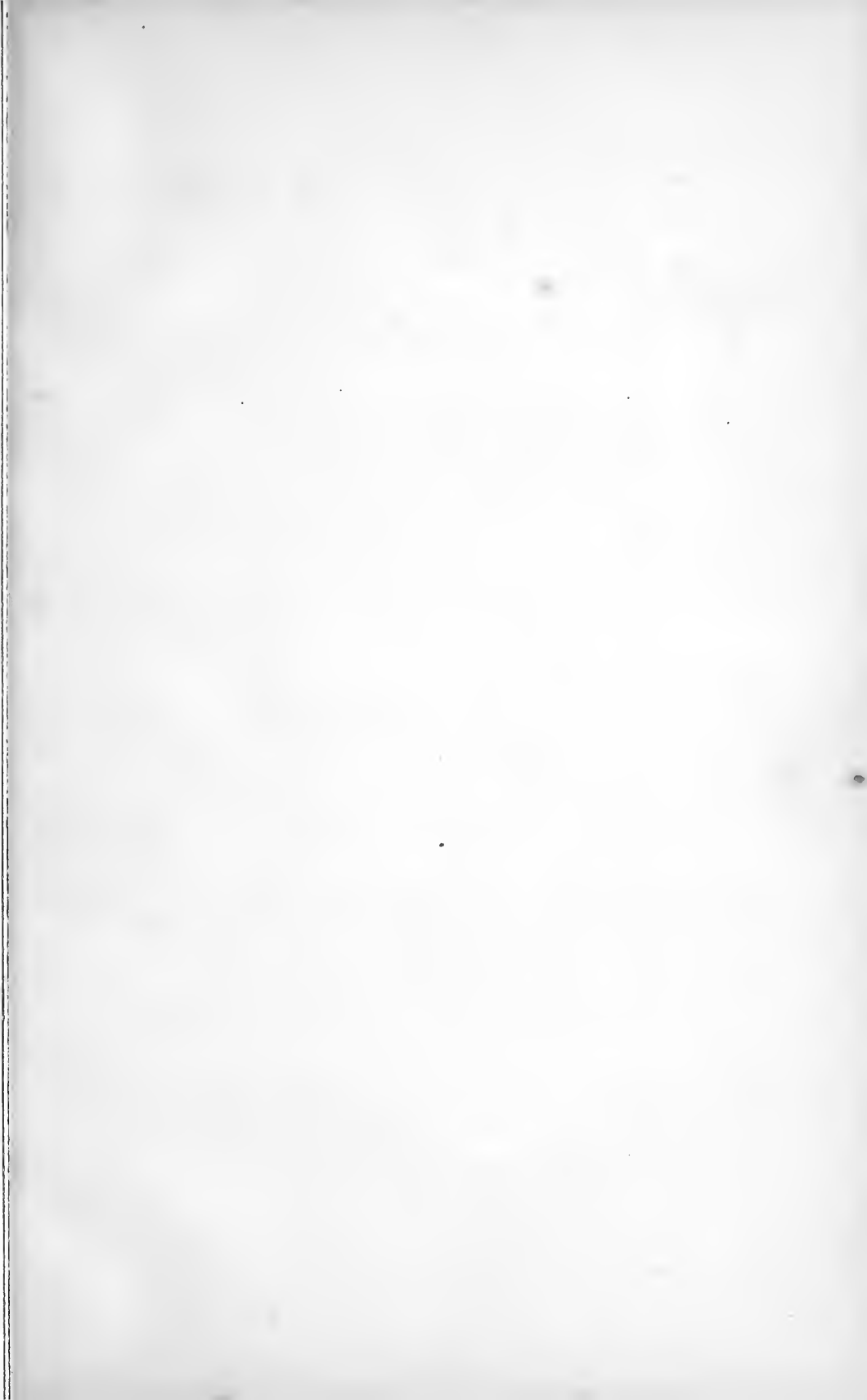
1907 The barrels will be of a capacity of not less than 5 gallons each. Not more than 3 barrels are required to be carried on the deck of port tank of any vessel. Freight, \$500. U. S. 4196.

the actual unloading. Penalty, \$500. (R. S. 417; Rule IV, Sec. 11, General Rules and Regulations, Board of Supervising In-
surance, 1920.)

of the boats plainly painted on each bow in figures not less than 12 inches high; odd-numbered boats should be secured on the starboard side and even-numbered on the port side of vessel. The total count and number of persons each lifeboat may carry should also be plainly painted on each bow in letters and figures not less than three-fourths inch high, and the number of persons to be carried marked on at least two (two) bows in letters and figures not less than 8 inches high. (Rule 111, General Rules and Regulations, Board of Supervising Inspectors, 1907.)

(R. S. 4406, 4488; Rule III, sec. 22, General Rules and Regulations of the Board of Supervising Inspectors, 1920.)

should be provided for the storage of the shells. (Bride III)





(26) All vessels subject to inspection must carry a life preserver for each and every person on board, and each life preserver must have the name of the vessel stenciled on it. Penalty, \$500. (R. S. 4405.) R. S. 4488 requires the initials of the inspector to be placed on each life preserver. (Rule III, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

(27) All ocean-going steam vessels of 2,500 gross tons carrying passengers, whose routes take them at any point over 200 miles offshore, are required to have a number of motor boats, properly marked. The certificate of inspection will give the number. (Rule III, par. 5, p. 71, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

(28) All steamers or barges carrying passengers are to be provided with suitable ladders, placed near each side of the vessel, to allow the passengers to descend to the lifeboats or rafts. (R. S. 4405, 4480, 4484; Rule III, pp. 104 and 138, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

(29) Every steam vessel shall have sufficient means of escape from the lower to the upper deck and vice versa, and every steamer of 50 tons or over, carrying passengers, shall be provided with permanent stairways forward and aft except when such stairways on towing vessels would interfere with the towing bitts. Penalty, \$300. (R. S. 4405, 4480, 4484, 4486; Rule III, pp. 104 and 138, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

(30) There shall be at least two avenues of escape from all crews' quarters and passengers' quarters, on all steamers. (R. S. 4417; Rule III, pp. 105 and 140, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

(31) All vessels (coastwise and ocean) propelled by machinery shall carry a certain quantity of storm oil, as follows: 200 to 1,000 tons, 30 gallons; 1,000 to 3,000 tons, 40 gallons; 3,000 to 5,000 tons, 50 gallons; over 5,000 tons, 100 gallons. (R. S. 4408; Rule III, pp. 105 and 140, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

(32) All steam vessels that are subject to inspection shall have suitable hose, fire mains, pumps, etc. (R. S. 4405; Rule IV, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

(33) All steamers of more than 15 tons, carrying passengers, including pleasure vessels and freight and towing vessels over 250 tons, shall have a number of efficient fire extinguishers. The certificate of inspection will give the number. (R. S. 4479; Rule IV, sec. 13, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

(34) An automatic fire register is required on steam vessels over 150 feet in length, carrying passengers. (R. S. 4472, Rule IV, sec. 14, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

(35) Three copies of Rule V (the law with reference to certain persons being allowed in the pilot house or on the navigating bridge while the vessel is under way) shall be posted in conspicuous places on every passenger steamer and ferryboat, one of which must be posted in the pilot house. (R. S. 4405; Rule V, sec. 16, General Rules and Regulations, Board of Supervising Inspectors, 1920.)



(36) Three copies of station bills and fire bill regulations shall be posted in conspicuous places about the vessel, framed under glass. (R. S. 4405; Rule V, sec. 17, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

(37) All steam vessels and all vessels subject to inspection shall carry a certain number of ring buoys, and have the name of the vessel stenciled on each. The number will be shown on the certificate of inspection. Ring buoys must not be secured permanently and must be readily accessible in an emergency. One buoy on each side of the vessel must have a life line attached, of at least 15 fathoms in length. (R. S. 4405, 4488; Rule III, pp. 98 and 133, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

(38) All ocean-going steam pleasure vessels and ocean steam vessels carrying passengers, except vessels of 150 gross tons and under, must have at least three line-carrying projectiles and a gun, or three approved rockets; also an auxiliary line of at least 800 feet of 3-inch manila line for vessels over 150 tons (gross) and not over 500 tons, and 1,500 feet for vessels above 500 tons. This line and equipment to be used for life-saving purposes only. (R. S. 4488; Rule III, secs. 17, 18, 19, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

(39) The service projectile lines shall be of the same size as those used in the Coast Guard. A placard, containing instructions for using the gun and rocket apparatus as practiced by the Coast Guard, shall be posted in the pilot house, in the engine room, in the seamen's department, firemen's department, and the steward's department on every vessel required to carry the gun or rockets. (R. S. 4405; Rule III, pp. 101 and 133, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

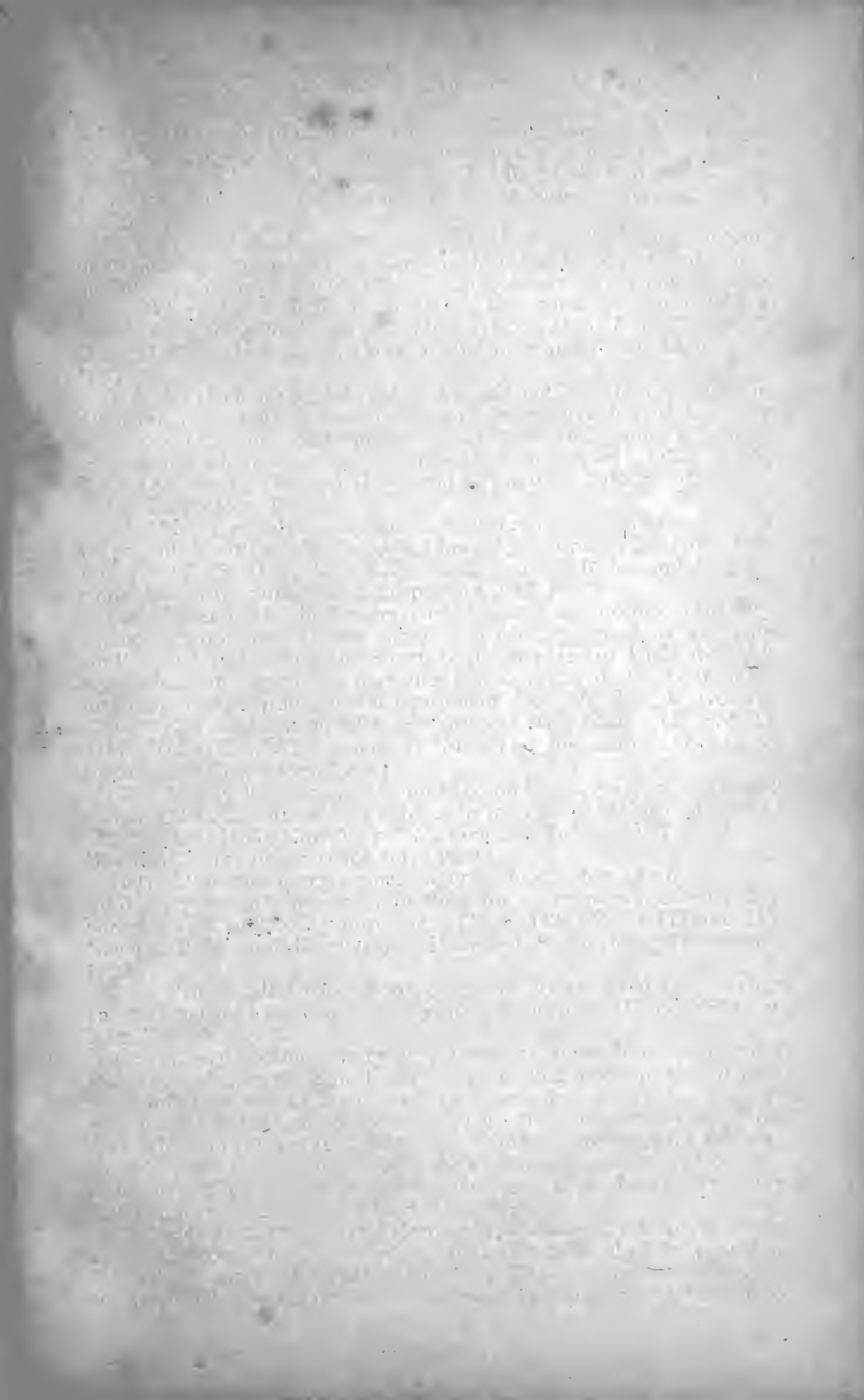
(40) Extra steering apparatus, consisting of relieving tackles or tiller, is required on each steam vessel, except in vessels having auxiliary steering gear attached to the rudder, independent of the regular steering gear. (R. S. 4405; Rule III, pp. 104 and 138, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

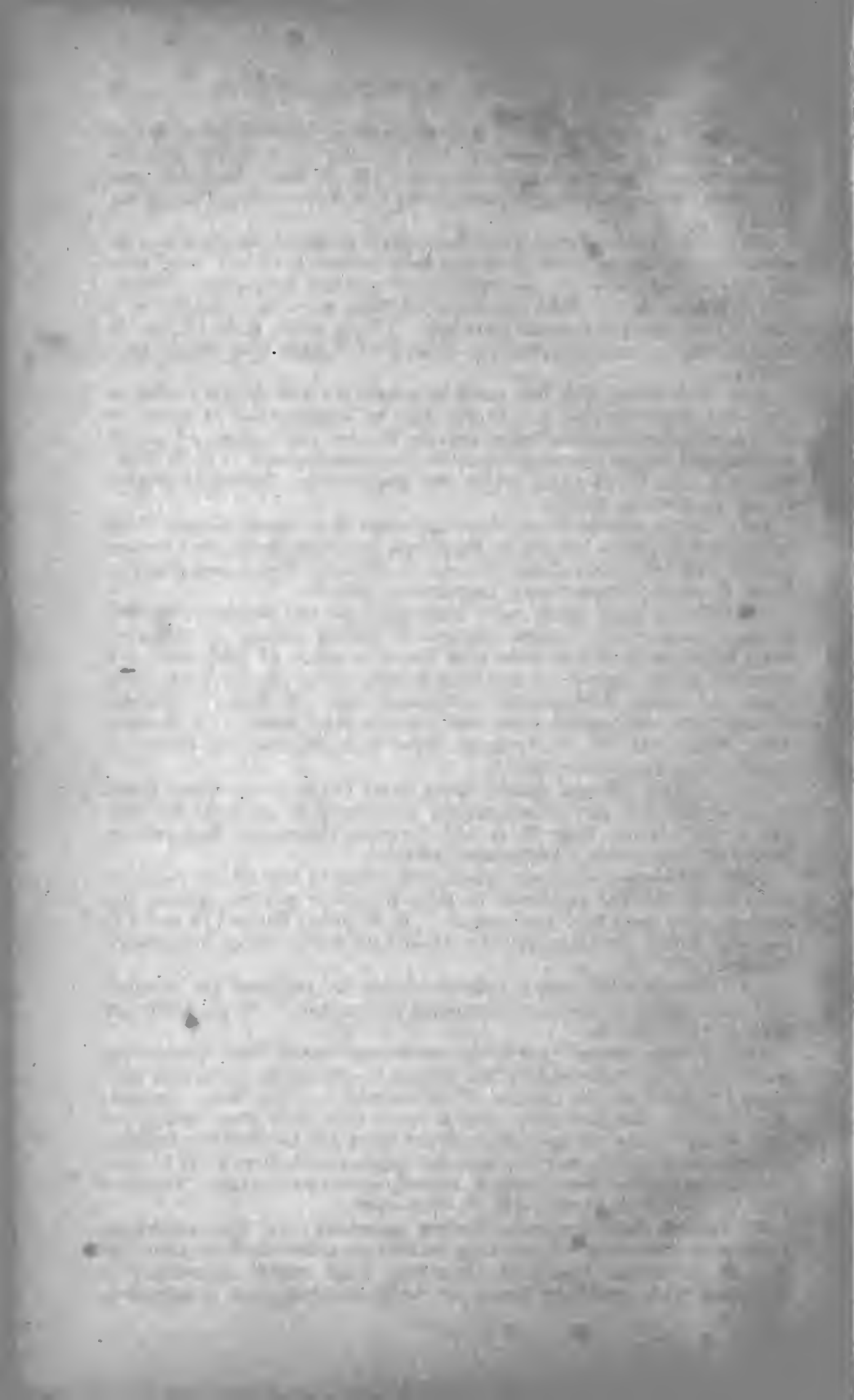
(41) All coastwise sailing vessels, carrying passengers, shall be subject to the same lifeboat capacity as coastwise steamers of the same class, and in addition thereto shall have a life preserver for each and every person on board. (R. S. 4417; Rule III, p. 109, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

(42) All ocean passenger or freight steamers of 500 gross tons or upward, except paddle-wheel steamers, shall be equipped with an efficient mechanical deep-sea sounding apparatus, ready for immediate use, in addition to the ordinary hand lead. (R. S. 4405, 4417, 4418; Rule VII, p. 172, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

(43) All ocean and coastwise yachts (steam) shall have the proper equipment of lifeboats, rafts, etc., properly marked, a life preserver for each person on board, suitable hose with nozzles, fire mains, pumps, fire buckets, axes and fire extinguishers, ring buoys, and the inspection of hulls, boilers, and equipment. (Rule VIII, page 176, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

(44) Steamers using bell signals between pilot house and engine room shall have a tube of proper size so arranged as to return the





bell signals to the pilot house and a speaking tube or other device for the purpose of conversation between the pilot house and the engine room. Telegraphs are allowed. (R. S. 4480; Rule IX, sec. 1, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

(45) All vessels of 100 gross tons shall have all sleeping accommodations equipped with an alarm bell, unless there is a watchman on duty or the inspector considers it unnecessary on account of location. When electric bells are installed, they must be operated by a switch from the pilot house or bridge. (R. S. 4405; Rule IX, sec. 3, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

(46) An efficient fog bell shall be a bell not less than 8 inches in diameter from outside to outside and be constructed of brass or bronze, or other material equal thereto in tone and volume of sound, and located where the sound shall be least obstructed. (R. S. 4405; Rule IX, sec. 13, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

(47) Motor vessels of any tonnage, other than steam vessels, shall be provided with a whistle to be blown by compressed air or other power. (R. S. 4405; Rule IX, sec. 2, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

(48) River boats shall carry such boats as are deemed necessary by local inspectors. Vessels engaged in fishing (seine) or wrecking shall be allowed to use their own boats in place of lifeboats. All regulations in regard to marking boats, rafts, decks, boat falls, means of escape, and general equipment (sec. 16, Rule V, General Rules, 1920), and station bills, also apply to river boats. (R. S. 4426, 4481; Rules III, IV, V, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

(49) A duly licensed master must be on board every steam vessel of more than 150 gross tons subject to inspection, when under way. (R. S. 4439, 4463; Rule V, p. 154, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

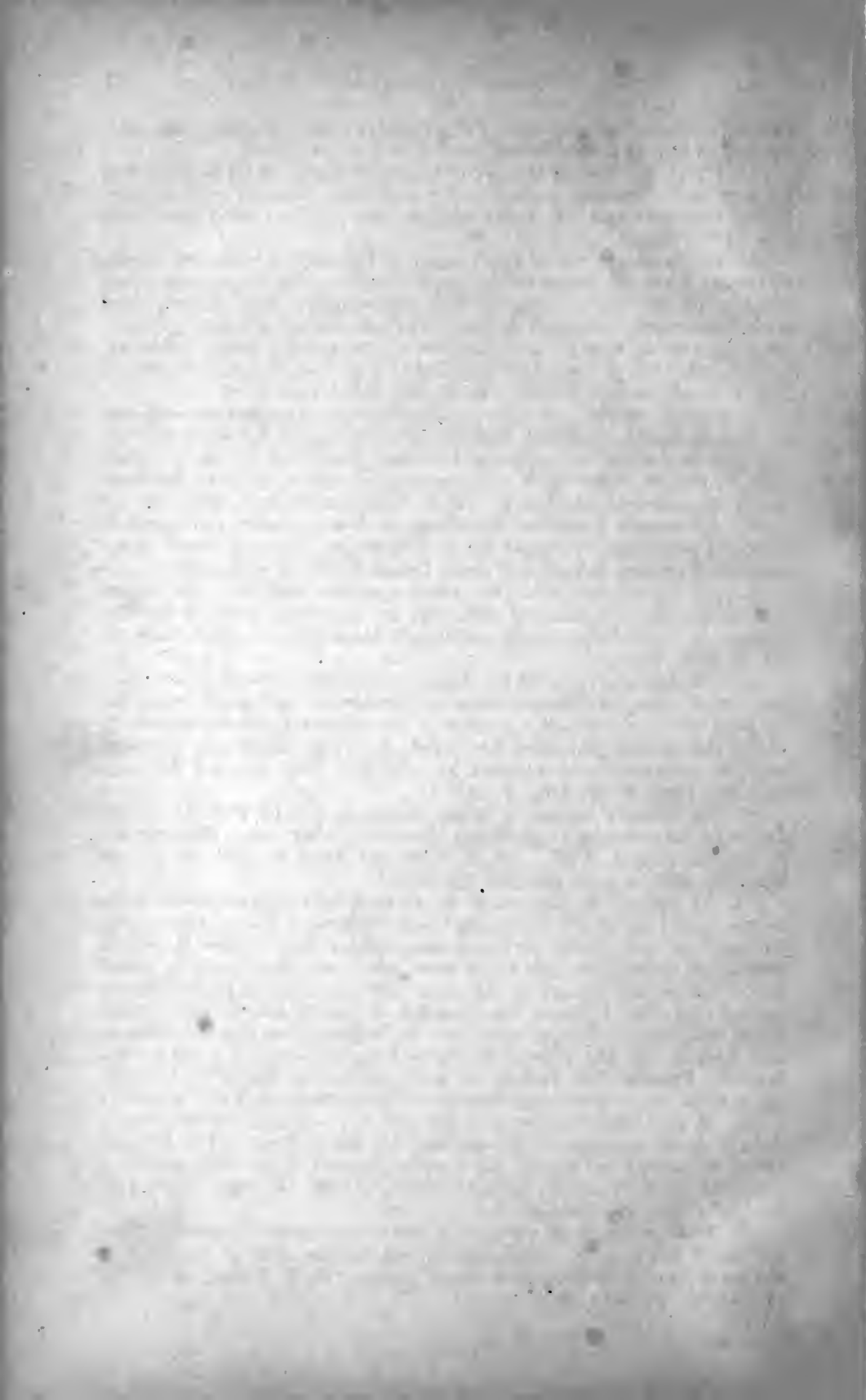
(50) All barges carrying passengers, while in tow of any steamer, shall carry one life preserver or float for every person carried, fire buckets, axes, and boat equipment. (R. S. 4492; Rules III and IV, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

(51) Proper tiller ropes, rods, or chains are required for steering and navigating all steamers carrying passengers. (R. S. 4480; act Mar. 3, 1905, sec. 2.)

(52) Every steamer carrying passengers must have permanent stairways, etc., on main deck for escape to the upper deck, and passages left between the freight where stowed on same deck. Passengers must be assigned to a certain space that they may occupy on deck while on the voyage, which space must not be used for freight. Freight must not be stored about the engines or boilers so as to prevent the engineers from readily attending to their duties. Penalty; \$300, on owner of vessel. (R. S. 4484-4486.)

67. Ladders, stairways, extra steering apparatus.—(1) Extra steering apparatus consisting of relieving tackles or tiller shall be provided for all steamers: *Provided, however,* That where a steamer is equipped with auxiliary steam or hand steering gear attached to





rudder entirely independent of the regular steering gear, same may be used in lieu of the relieving tackles or tiller required.

(2) Every steamer or barge carrying passengers shall be provided with suitable ladders, to enable passengers to descend conveniently to the lifeboats and life rafts, such ladders to be placed near each side of the vessel.

(3) Every steam vessel shall be provided with a sufficient means of escape from the lower to the upper deck, or vice versa, and every steamer of 50 tons or over carrying passengers shall be provided with permanent stairways forward and aft, except where said stairways on towing boats would interfere with towing bitts. (Sec. 69, p. 104; sec. 60, p. 138, General Rules and Regulations, Board of Supervising Inspectors. 1920; R. S. 4405, 4480, 4484.)

68. License, officers.—(1) All vessels of above 15 gross tons and over 65 feet in length, carrying freight and passengers for hire, but not engaged in fishing as a regular business, propelled by gas or other type of motors, must have a licensed pilot and a licensed engineer in her complement of officers. (R. S. 4426; act June 9, 1910, sec. 5.)

(2) All vessels propelled by steam, 65 feet or under in length, if they are not engaged in towing as a business, are considered motor boats, and are not required to carry licensed officers on board.

(3) All vessels propelled by steam that are subject to inspection and all sailing vessels over 700 tons are required to have licensed officers; in case of the sailing vessel only the master must be licensed. (R. S. 4438, 4439.)

(4) All vessels propelled by steam, if engaged in towing as a business, regardless of length, must be inspected and must have the licensed officers on board required by the certificate of inspection.

(5) All vessels propelled by motor, carrying passengers for hire, must be operated or navigated by a person duly licensed for such service. (Sec. 5, act June 9, 1910.)

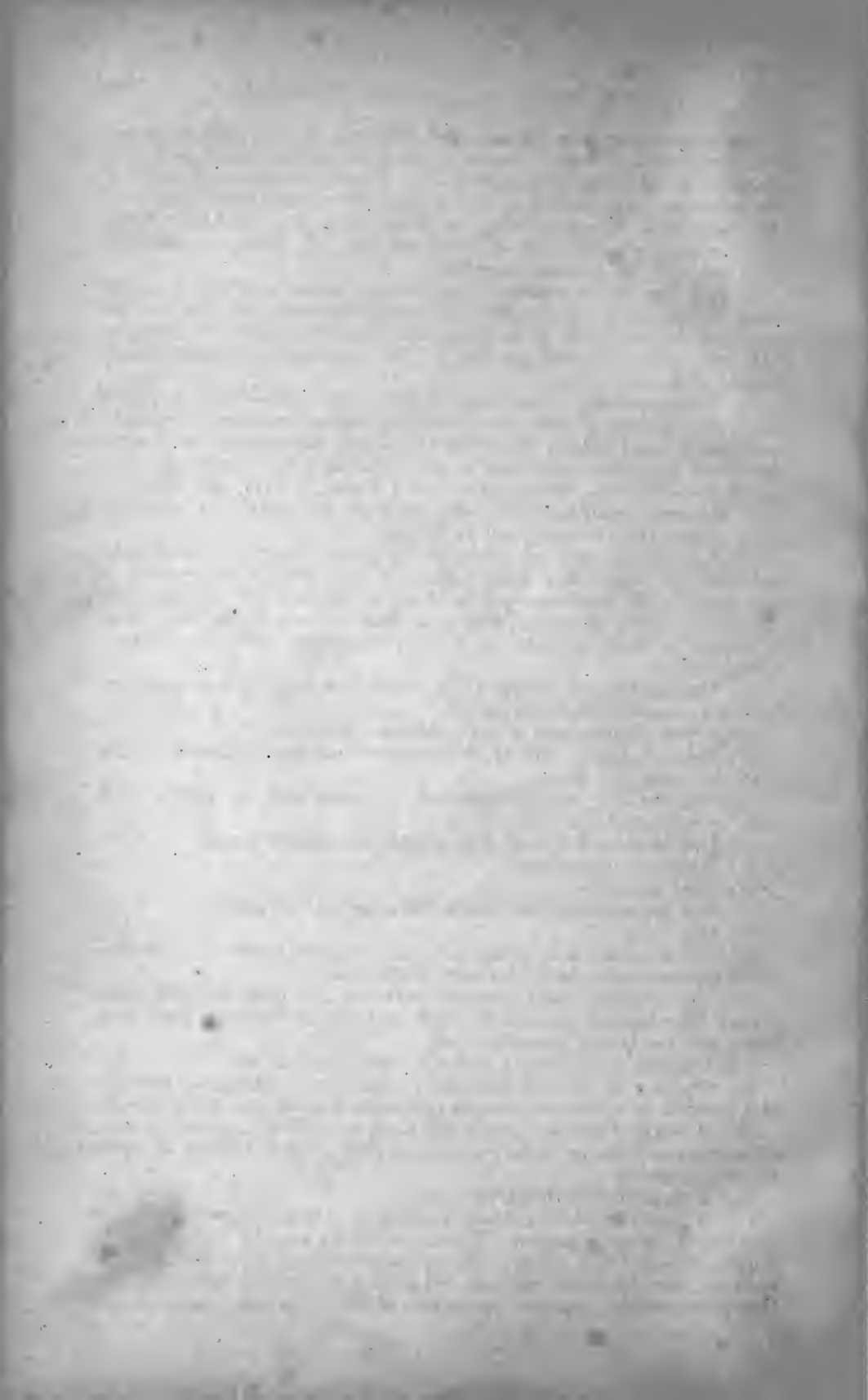
(6) An officer's license is issued for a period of five (5) years, and must be renewed at or before the end of that time. Penalty for failure to comply, \$100. (R. S. 4438, act June 9, 1910, sec. 7; act May 28, 1896, sec. 2; act Oct. 22, 1914.)

(7) An officer's license must be framed and posted under glass on the vessel on which he is employed, within 48 hours after going on duty on such vessel, in some conspicuous place where it can be seen at all times. In case of an emergency, an officer may be transferred to another vessel of the same company, for a period not to exceed 48 hours, without the transfer of his license to such vessel. Such temporary change need not be indorsed on the enrollment and license. If the change is for a longer period it must be indorsed. Penalty for failure to post license in frame and under glass, \$100, or revocation of license. (R. S. 4446, act Feb. 19, 1907.)

(8) If any officer's license is limited to a certain territory or a certain gross tonnage, it is specified on the license. If a licensed officer is serving outside of the district limited in his license, it is a violation of R. S. 4438; penalty, \$100. (Acts Dec. 21, 1898; Jan. 25, 1907; May 28, 1908, sec. 2.)

(9) The certificate of inspection states how many licensed officers the vessel must carry. If the vessel has not the number required by the inspection certificate, the vessel violates R. S. 4463. (Act May 11, 1918.) Penalty, \$500.





(10) Employing any person not licensed by the United States local inspectors of steam vessels to serve as master, chief mate (or second or third mate, if in charge of a watch), engineer, or pilot of any steamer, or as master of any sailing vessel over 700 tons, or of any vessel over 100 gross tons, carrying passengers for hire. Fine, \$100 for each offense. (R. S. 4438, act Jan. 25, 1907; act May 28, 1908, sec. 2.) (*See Steam vessels.*)

69. Life, loss of, on vessels.—(1) Masters whose negligence causes same. (Applies to officers, owners, charterers, inspectors, etc.) Fine not more than \$10,000, or imprisonment not more than 10 years, or both. (Act Mar. 4, 1909, sec. 282.) (*See Accidents; Barges; Steam vessels; Vessels.*)

(2) Whenever any vessel has sustained or caused any accident involving the loss of life, the managing owner, master, or agent of such vessel shall within five days after such happening, or as soon thereafter as practicable, send to the collector a full report in writing of the casualty. Fine, \$100. (Act June 20, 1874, sec. 10.)

70. Lifeboats, equipment for.—All lifeboats on ocean and coastwise steam vessels shall be equipped as follows:

(a) A properly secured life line the entire length on each side, festooned in bights not longer than 3 feet, with a seine float in each bight. The life line shall be of a size and strength not less than 12-thread manila rope, and the seine float in each bight shall hang to within 12 inches of the surface of the water when the boat is light.

(b) One painter of manila rope of not less than $2\frac{3}{4}$ inches in circumference and of suitable length.

(c) A full complement of oars and two spare oars.

(d) One set and a half of thole pins or rowlocks attached to the boat with separate chains.

(e) One steering oar with rowlock or becket and one rudder with tiller or yoke and yoke lines.

(f) One boat hook attached to a staff of suitable length.

(g) Two life preservers.

(h) Two hatchets.

(i) One galvanized-iron bucket with lanyard attached.

(j) One bailer.

(k) Where automatic plugs are not provided there shall be two plugs secured with chains for each drain hole.

(l) One efficient liquid compass with not less than a 2-inch card.

(m) One lantern containing sufficient oil to burn at least nine hours and ready for immediate use.

(n) One can containing 1 gallon of illuminating oil.

(o) One box of friction matches wrapped in a waterproof package and carried in a box secured to the underside of the stern thwart.

(p) A wooden breaker or suitable tank fitted with a siphon, pump, or spigot for drawing water, and containing at least 1 quart of water for each person.

(q) Two enameled drinking cups.

(r) A water-tight receptacle containing 2 pounds avoirdupois of provisions for each person. These provisions may be hard bread or United States Army ration. The receptacle shall be of metal, fitted with an opening in the top not less than 5 inches in diameter, properly protected by a screw cap made of heavy cast brass, with ma-





chine thread and an attached double toggle, seating to a pliable rubber gasket, which shall insure a tight joint, in order to properly protect the contents of the can.

The United States Army ration above referred to may be any emergency ration of cereal or vegetable compound approved or used by the Army or Navy, but no ration of meat or any ration requiring saline preservative shall be allowed.

(s) One canvas bag containing sailmaker's palm and needles, sail twine, marline, and marline spike.

(t) A water-tight metal case containing 12 self-igniting red lights capable of burning at least two minutes.

(u) A sea anchor.

(v) A vessel containing 1 gallon of vegetable or animal oil, so constructed that the oil can be easily distributed on the water and so arranged that it can be attached to the sea anchor.

(w) A mast or masts with one good sail at least and proper gear for each (this does not apply to motor lifeboats), the sail and gear to be protected by a suitable canvas cover. In case of a steam vessel which carries passengers in the North Atlantic and is provided with a radio-telegraph installation, all the lifeboats need not be equipped with masts and sails. In this case at least one of the boats on each side shall be so equipped.

(x) All loose equipment must be securely attached to the boat to which it belongs.

(y) Lifeboats of less than 180 cubic feet capacity on pleasure steamers are not required to be equipped as above.

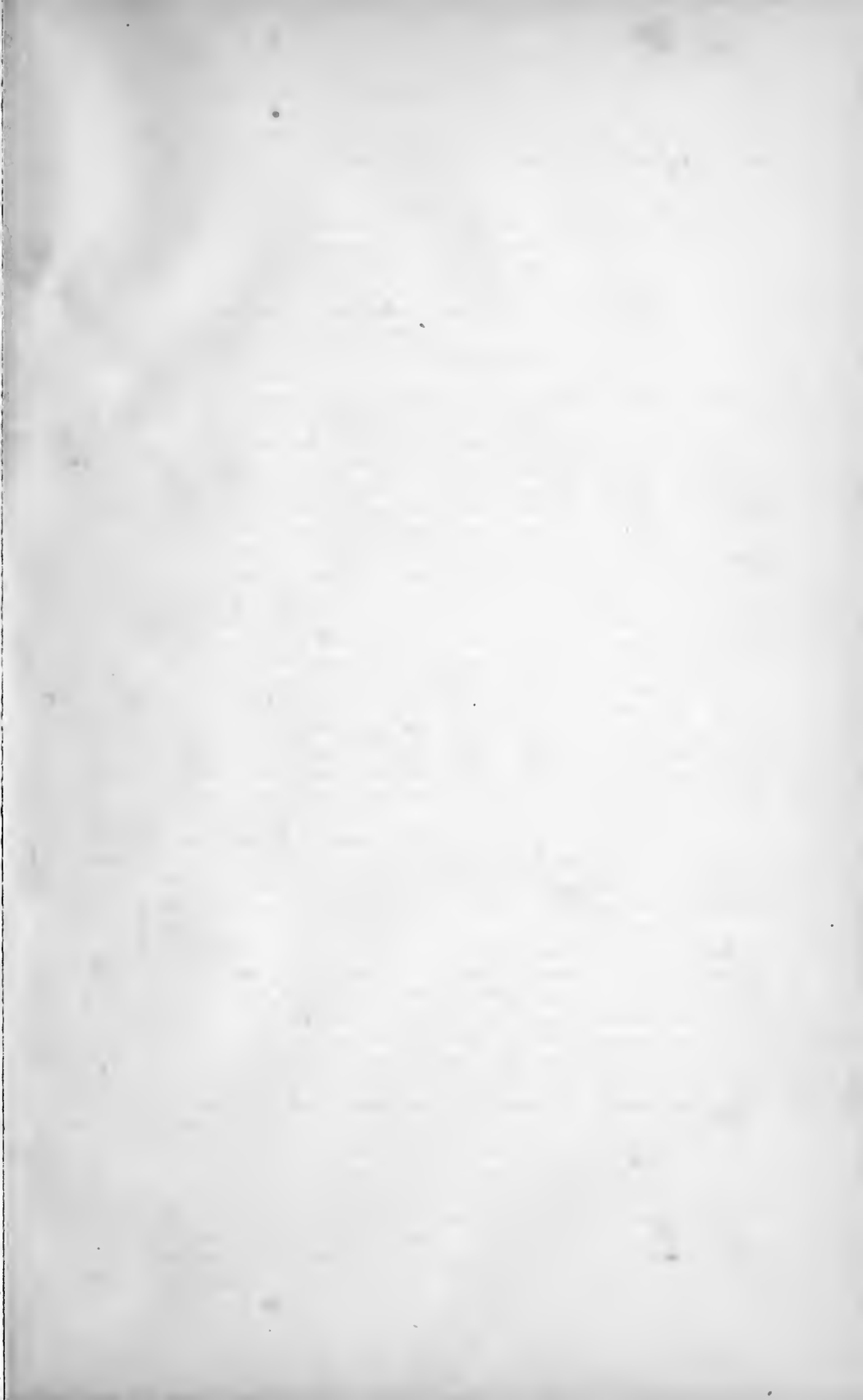
(Sec. 11, p. 73; sec. 9, p. 110, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

71. Lifeboats for inspected motor vessels.—All vessels propelled by machinery other than steam, subject to the inspection laws of the United States, shall be required to have the same lifeboat and life-raft equipment as steamers of the same class, and local inspectors shall so indicate in the certificate of inspection.

Motor vessels under 50 tons, when navigating in daylight only, and when equipped with air tanks under deck of sufficient capacity to sustain afloat the vessel when full of water with her full complement of passengers and crew, or when properly subdivided by iron or steel water-tight bulkheads of sufficient strength and so arranged and located that the vessel will remain afloat with her full complement of passengers and crew with any two compartments open to the sea, shall be required to have not less than 100 cubic feet of lifeboat capacity. (Sec. 8, p. 72; sec. 6, p. 109, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

72. Lifeboats for sail vessels.—Ocean-going and coastwise sail vessels carrying passengers under the provisions of section 4417, Revised Statutes, as amended by the act of Congress approved March 3, 1905, shall be subject to the same requirements for lifeboat capacity as steamers of the same class, and in addition thereto they shall be equipped with a life preserver for each and every person on board. (Sec. 9, p. 73; sec. 7, p. 109, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

73. Lifeboats for sea-going barges of 100 gross tons.—The lifeboats required on sea-going barges of 100 gross tons or over shall be at least 14 feet long and equipped as follows:



(a) A properly secured life line, the entire length on each side, festooned in bights not longer than 3 feet, with a seine float in each bight.

(b) At least two life preservers.

(c) One painter of manila rope of not less than $2\frac{3}{4}$ inches in circumference and of suitable length.

(d) Four oars of suitable length for size of boat.

(e) Not less than four rowlocks attached to the boat with chains.

(f) One boat hook attached to a staff of suitable length.

(g) One bucket.

(h) On wooden boats there shall be two plugs secured with chains for each drain hole.

(Sec. 10, p. 73; sec. 8, p. 109, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

74. Lifeboats, marking of.—All lifeboats shall have the number of boat plainly marked or painted on each bow, in figures not less than 3 inches high. Where lifeboats are carried on both sides of a vessel, lifeboat No. 1 shall be forward on starboard side of vessel, lifeboat No. 2 forward on port side, lifeboat No. 3 next abaft lifeboat No. 1 on starboard side, lifeboat No. 4 next abaft lifeboat No. 2 on port side, etc., the odd-numbered boats being on the starboard side and the even-numbered boats being on the port side of the vessel. All lifeboats shall have their cubic contents and the number of persons such lifeboat is allowed to carry plainly marked or painted on each bow in letters and figures not less than three-fourths of an inch high. All lifeboats shall also have the number of persons allowed to be carried plainly marked or painted on top of at least two of the thwarts, in letters and figures not less than 3 inches high. When the letters and figures above required are painted on lifeboats, such letters and figures shall be dark on a light ground or light on a dark ground. (Sec. 20, p. 118, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

75. Lifeboat men, certificated.—By "certificated lifeboat man" is meant any member of the crew who holds a certificate of efficiency issued under the authority of the Secretary of Commerce. (Sec. 53, p. 93, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

76. Life preservers.—Every vessel inspected under the provisions of title LII, Revised Statutes of the United States, shall be provided with one good life preserver, having the approval of the Board of Supervising Inspectors, for each and every person carried, and every vessel carrying passengers shall have in addition thereto a number of life preservers suitable for children equal to at least 10 per cent of the total number of persons carried. (Sec. 55, p. 94; sec. 46, p. 128, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

77. Life rafts, equipment for.—All life rafts shall be equipped as follows:

(a) A properly secured life line entirely around the sides and ends of the raft, festooned to the gunwales in bights not longer than 3 feet, with a seine float in each bight.

(b) One painter of manila rope of $2\frac{3}{4}$ inches in circumference, and of suitable length.

(c) Four oars.

the distance between the two, the entire length on each side, and in height not longer than 1 foot with a scum float in each

and 1/2 to 2 feet in length. The entire length of the float in the water shall be not less than 2 feet in length.

The float shall be made of any material, but shall be of such a nature that it will not sink in the water.

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the first of the year 1771.

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- (d) Five rowlocks properly attached.
- (e) One boat hook attached to a staff of suitable length.
- (f) One self-igniting life-buoy light.
- (g) One sea anchor.
- (h) A vessel containing 1 gallon of vegetable or animal oil, so constructed that the oil can be easily distributed on the water, and so arranged that it can be attached to the sea anchor.

(i) A water-tight receptacle containing 2 pounds avoirdupois of provisions for each person. These provisions may be hard bread or United States Army ration. The receptacle shall be of metal and fitted with an opening in the top not less than 5 inches in diameter, properly protected by a screw cap made of heavy cast brass, with machine thread and an attached double toggle, seating to a pliable rubber gasket, which shall insure a tight joint, in order to properly protect the contents of the can.

(j) A water-tight receptacle containing 1 quart of water for each person.

(k) Two enameled drinking cups.

(l) A water-tight metal case containing six self-igniting red lights capable of burning at least two minutes.

(m) A water-tight box of matches.

(n) All loose equipment must be securely attached to the raft to which it belongs.

(Sec. 52, p. 92; sec. 43, p. 127, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

78. **Lights.**—(See Motor boats, and Rules of the Road.)

79. **Line-carrying guns.**—(1) All steam vessels of 150 gross tons and over navigating the ocean shall be equipped with at least three line-carrying projectiles and the means of propelling them, of a type and character which have been officially approved by the Board of Supervising Inspectors.

(2) Service projectile lines shall approximate in size the line used by the United States Coast Guard and shall be not less than 1,700 feet in length, made in one continuous length without splice, knot, or other retarding feature, and must be capable of withstanding a breaking strain of 500 pounds.

(3) A placard containing instructions for using the gun and rocket apparatus required by this article and as practiced by the United States Coast Guard shall be posted in the pilot house, engine room, and in the seamen's, firemen's, and steward's department of every steam vessel required by law to carry such gun or rocket apparatus. (R. S. 4405.)

(Sec. 58, p. 101; sec. 65, p. 103; sec. 68, p. 104; sec. 49, p. 135; sec. 59, p. 138; General Rules and Regulations, Board of Supervising Inspectors, 1920.)

80. **Liquor.**—(1) No wines, spirits, or other liquors, or articles provided for in this schedule containing one-half of 1 per centum or more of alcohol, shall be imported or permitted entry except on a permit issued therefor by the Commissioner of Internal Revenue, and any such wines, spirits, or other liquors or articles imported or brought into the United States without a permit shall be seized and forfeited in the same manner as for other violations of the customs laws. (Par. 813, tariff act, 1922.)

Five hundred and fifty copies of this issue of the Journal are distributed free of charge to the members of the American Medical Association. The balance of the copies are sold at the rate of \$1.00 per copy.

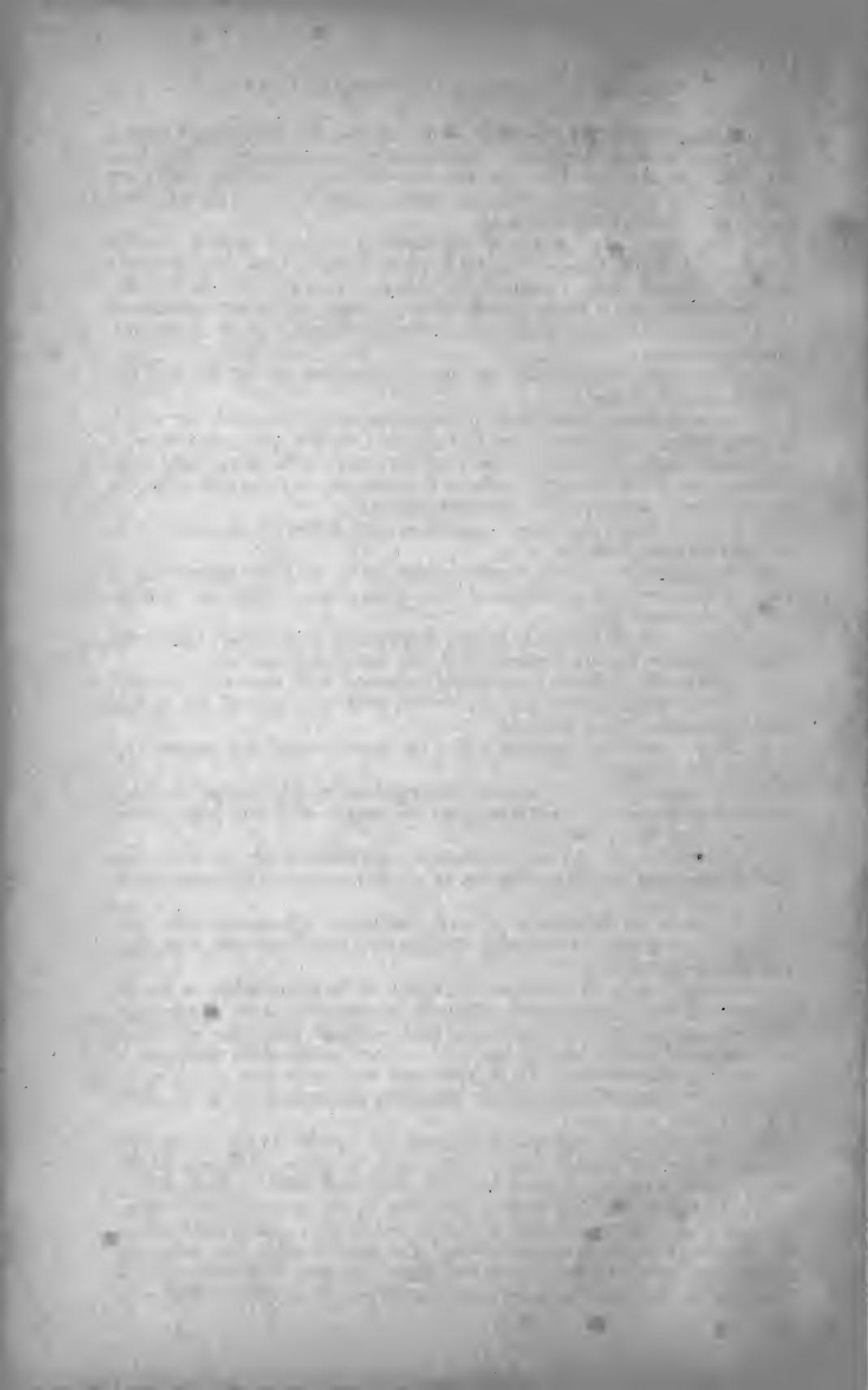
The Journal is published weekly, except on Sundays and public holidays. It is published at the office of the American Medical Association, 535 North Dearborn Street, Chicago, Ill. The subscription price for the Journal is \$5.00 per annum in advance. Single copies are sold at the rate of \$1.00. The Journal is sent free of charge to the members of the American Medical Association. The Journal is also sent free of charge to the members of the American Medical Association who are unable to pay for their subscription. The Journal is also sent free of charge to the members of the American Medical Association who are unable to pay for their subscription.

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(2) Importation of distilled, malt, vinous, or other intoxicating liquors for beverage purposes. Liquor subject to seizure. (Act Aug. 10, 1917, sec. 15; act Oct. 3, 1917, sec 301; act Nov. 21, 1918; act Oct. 28, 1919 (national prohibition enforcement act); tariff act, 1922. par. 813.) (*See Prohibition.*)

81. **Log book.**—(1) Every vessel making voyages from a port in the United States to any foreign port, or being of the burden of 75 tons or upward, from a port on the Atlantic to a port on the Pacific, or vice versa, shall have an official log book; and every master of such vessel shall make or cause to be made therein entries of the following matters:

a. Every legal conviction of any member of his crew, and the punishment inflicted.

b. Every offense committed by any member of his crew for which it is intended to prosecute, or to enforce a forfeiture, together with such statement concerning the reading over such entry, and concerning the reply, if any, made to the charge, as is required by the provisions of section 4597, Revised Statutes.

c. Every offense for which punishment is inflicted on board, and the punishment inflicted.

d. A statement of the conduct, character, and qualifications of each of his crew; or a statement that he declines to give an opinion of such particulars.

e. Every case of illness or injury happening to any member of the crew, with the nature thereof, and the medical treatment.

f. Every case of death happening on board, with the cause thereof.

g. Every birth happening on board, with the sex of the infant and the names of the parents.

h. Every marriage taking place on board, with the names and ages of the parties.

i. The name of every seaman or apprentice who ceases to be a member of the crew otherwise than by death, with the place, time, manner, and cause thereof.

j. The wages due to any seaman or apprentice who dies during the voyage, and the gross amount of all deductions to be made therefrom.

k. The sale of the effects of any seaman or apprentice who dies during the voyage, including a statement of each article sold, and the sum received for it.

7. In every case of collision in which it is practicable so to do, the master shall, immediately after the occurrence, cause a statement thereof, and of the circumstances under which the same occurred, to be entered in the official log book. Such entry shall be made in the manner prescribed in R. S. 4291, and failure to make such entry shall subject the offender to the penalties prescribed by R. S. 4292. (R. S. 4290.)

(2) Every entry required to be made in the official log book shall be signed by the master and by the mate, or some other one of the crew, in the manner required by R. S. 4291 and 4292. (R. S. 4291.)

(3) If the official log book is not kept in the manner required by law, or if any entry directed by law is not made in such log book at the time and in the manner directed, the master shall, for each such offense, be liable to a penalty of not more than \$25; and every person who makes, or procures to be made, or assists in making, any entry





in any official log book in respect of any occurrence happening previously to the arrival of the vessel at her final port of discharge, more than 24 hours after such arrival, shall, for each offense, be liable to a penalty of not more than \$150. (R. S. 4292.)

82. **Manifests.**—(1) Failure to have a correct manifest of the merchandise imported in any vessel. Master liable to a fine equal to the value of the merchandise not included in the manifest; if it belongs or is consigned to the master, mate, officers, or crew it is forfeited. If the omission is due to mistake or accident, the penalty will not be imposed, but the master shall be required to make a post entry of the merchandise omitted. (Secs. 431, 584, tariff act, 1922.)

(2) *Form of manifest.*—The master of every vessel arriving in the United States and required to make entry shall have on board his vessel a manifest in a form to be prescribed by the Secretary of the Treasury and signed by such master under oath as to the truth of the statements therein contained. Such manifest shall contain:

a. The names of the ports at which the merchandise was taken on board and the ports of entry of the United States for which the same is destined, particularly describing the merchandise destined to each such port: *Provided*, That the master of any vessel laden exclusively with coal, sugar, salt, nitrates, hides, dyewoods, wool, or other merchandise in bulk consigned to one owner and arriving at a port for orders, may destine such cargo "for orders," and within 15 days thereafter, but before the unloading of any part of the cargo, such manifest may be amended by the master by designating the port or ports of discharge of such cargo, and in the event of failure to amend the manifest within the time permitted such cargo must be discharged at the port at which the vessel arrived and entered.

b. The name, description, and build of the vessel, the true measure or tonnage thereof, the port to which such vessel belongs, and the name of the master of such vessel.

c. A detailed account of all merchandise on board such vessel, with the marks and numbers of each package, and the number and description of the packages according to their usual name or denomination, such as barrel, keg, hogshead, case, or bag.

d. The names of the persons to whom such packages are respectively consigned in accordance with the bills of lading issued therefor, except that when such merchandise is consigned to order the manifest shall so state.

e. The names of the several passengers aboard the vessel, stating whether cabin or steerage passengers, with their baggage, specifying the number and description of the pieces of baggage belonging to each, and a list of all baggage not accompanied by passengers.

f. An account of the sea stores and ship's stores on board of the vessel.

(3) *Falsity or lack of manifest.*—Any master of any vessel and any person in charge of any vehicle bound to the United States who does not produce the manifest to the officer demanding the same shall be liable to a penalty of \$500; and if any merchandise, including sea stores, is found on board of or after unloading from such vessel or vehicle which is not included or described in said manifest or does not agree therewith, the master of such vessel or the person in charge of such vehicle shall be liable to a penalty equal to the value of the merchandise so found or unladen; and any such merchandise belong-



ing or consigned to the master or other officer or to any of the crew of such vessel, or to the owner or person in charge of such vehicle, shall be subject to forfeiture; and if any merchandise described in such manifest is not found on board the vessel or vehicle the master or other person in charge shall be subject to a penalty of \$500: *Provided*, That if the collector shall be satisfied that the manifest was lost or mislaid without intentional fraud, or was defaced by accident, or is incorrect by reason of clerical error or other mistake, and that no part of the merchandise not found on board was unshipped or discharged except as specified in the report of the master, said penalties shall not be incurred.

If any of such merchandise so found consists of smoking opium or opium prepared for smoking, the master of such vessel or the person in charge of such vehicle shall be liable to a penalty of \$25 for each ounce thereof so found. Such penalty shall constitute a lien upon such vessel which may be enforced by a libel in rem. Clearance of any such vessel may be withheld until such penalty is paid or until a bond satisfactory to the collector is given for the payment thereof. The provisions of this paragraph shall not prevent the forfeiture of any such vessel or vehicle under any other provision of law. (Sec. 584, tariff act, 1922.)

(4) *Certification of manifest.*—The master of every vessel and the person in charge of every vehicle bound to a port or place in the United States shall deliver to the officer of the customs or Coast Guard, who shall first demand it of him, the original and one copy of the manifest of such vessel or vehicle, and such officer shall certify on the back of the original manifest to the inspection thereof and return the same to the master or other person in charge. (Sec. 583, tariff act, 1922.)

(5) Master of a foreign vessel bound from one district to another failing to deliver to collector manifests in duplicate, etc., on leaving or within 48 hours after arrival and previous to unloading any cargo. Fine of \$100. (R. S. 4367-4369; sec. 439, tariff act, 1922.)

(6) Master of vessel failing to produce required manifest of cargo and copies thereof or to give a true account of the destination of the vessel. Fine not exceeding \$500. (R. S. 2711; sec. 584, tariff act, 1922.) (*See* Boarding.)

(7) Merchandise on board or discharged from vessel not agreeing with manifest. Master liable to fine of \$500. (Sec. 584, tariff act, 1922.) (*See* Incorrect manifest; Sea stores.)

(8) *Failure to deliver manifest.*—Immediately upon arrival and before entering his vessel, the master of a vessel from a foreign port required to make entry shall mail to the Comptroller General of the United States at Washington, District of Columbia, or shall mail or deliver to the comptroller of customs, if any be located in such district, a copy of the manifest, and shall on entering his vessel make affidavit that a true and correct copy was so mailed or delivered, and he shall also mail to said Comptroller General, or mail or deliver to said comptroller of customs, a true and correct copy of any correction of such manifest filed on entry of his vessel. Any master who fails so to mail or deliver such copy of the manifest or correction thereof shall be liable to a penalty of not more than \$500. (Sec. 439, tariff act, 1922.)

... or other officer or to any of the crew ...
... and if any master or person in charge of such vessel ...
... shall be subject to a penalty of \$500 ...
... shall be satisfied that the manifest was ...
... or was defaced by accident ...
... or other mistake ...
... of the manifest was not found on board ...
... except as provided in the report of the master ...
... shall not be incurred.

... found consists of ...
... of such ...
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... such vessel ...
... until such ...
... to the collector ...
... of the manifest ...
... other provision of law ...
... (act, 1864).

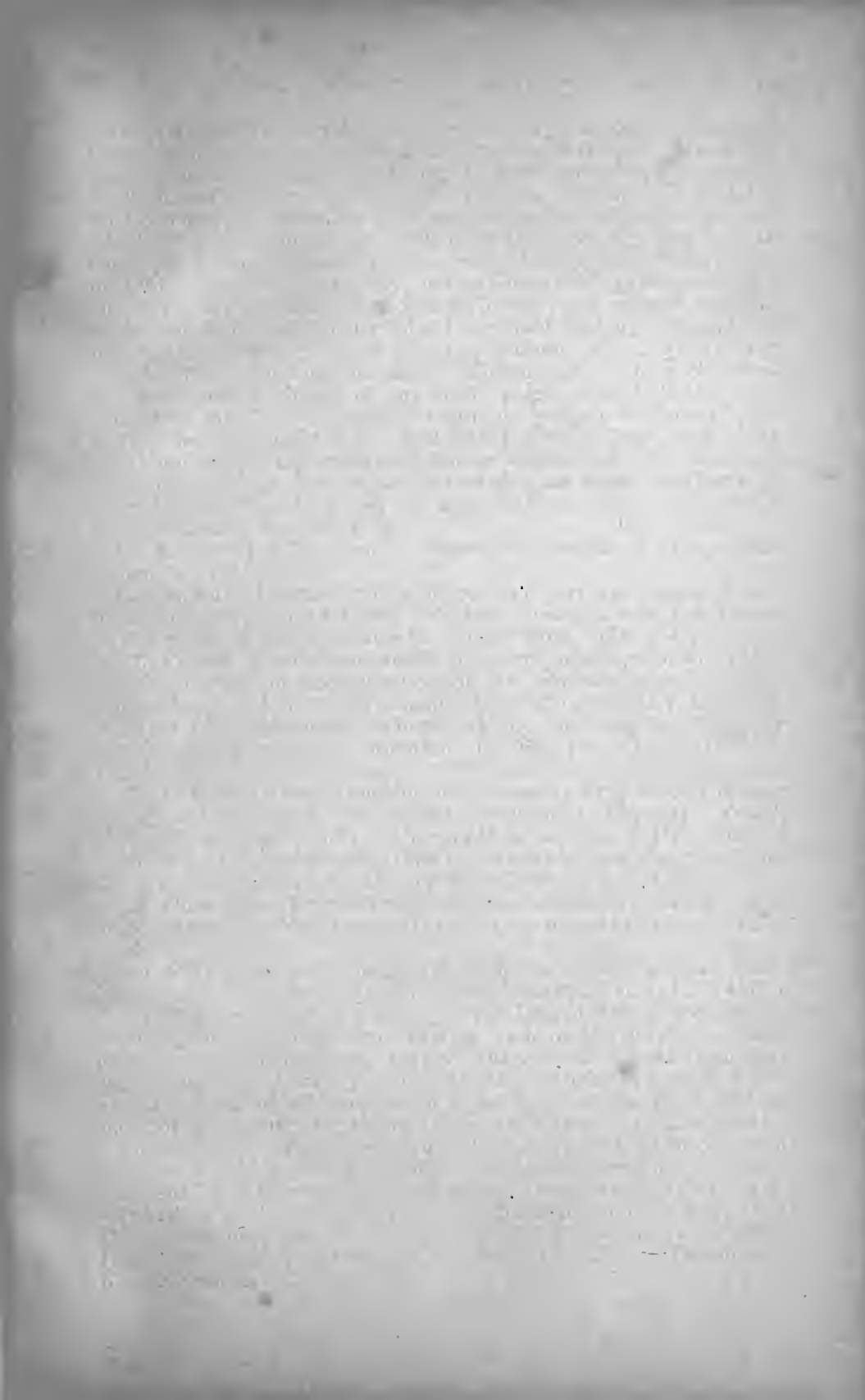
(1) ...
... of every vessel bound to a port or place in the ...
... shall deliver to the officer of the customs on board ...
... of him the original and one copy ...
... of the manifest of such vessel ...
... to the inspection thereof ...
... to a master or other person in charge ...
... (act, 1864).

(2) Master of a foreign vessel bound from one district to another ...
... or within 24 hours after arrival and previous to unloading any cargo ...
... (act, 1864).

(3) Master of vessel shall be bound to produce required manifest of cargo ...
... or to give a true account of the destination of the ...
... (act, 1864).

(4) ...
... or discharged from vessel ...
... (act, 1864).

(5) ...
... shall be liable to fine of \$500 ...
... (act, 1864).





(9) *Imports from contiguous countries.*—The master of any vessel of less than 5 net tons carrying merchandise and the person in charge of any vehicle arriving in the United States from contiguous country shall immediately report his arrival to the customs officer at the port of entry or customhouse which shall be nearest to the place at which such vessel or vehicle shall cross the boundary line or shall enter the territorial waters of the United States, and if such vessel or vehicle have on board any merchandise, shall produce to such customs officer a manifest as required by law, and no such vessel or vehicle shall proceed farther inland nor shall discharge or land any merchandise, passengers, or baggage without receiving a permit therefor from such customs officer. The master of any such vessel, or the person in charge of any such vehicle, who fails to report arrival in the United States as required by the provisions of this section shall be subject to a fine of \$100 for each offense, and if any merchandise or baggage is unladen or discharged from any such vessel or vehicle without a permit therefor, the same, together with the vessel or vehicle in which imported, shall be subject to forfeiture. (Sec. 459, tariff act, 1922.)

83. *Master.*—(1) The word “master” means the person having command of the vessel.

(2) Failure of owner or new master to report to collector change of master of registered vessel. Register rendered void and person in charge or command is liable to a fine of \$100. (R. S. 4171.)

(3) Failure of master of vessel or person in charge of any other vehicle to report merchandise brought into United States from contiguous territory, and to file a manifest therefor. Penalty, fine equal to value of merchandise so imported and forfeiture of vessel or vehicle and merchandise imported therein. (Sec. 460, tariff act, 1922.)

(4) Failure of new owner or new master to report to collector change of master of licensed vessel (ferry boats excepted). Vessel, if found carrying on the coasting trade or fisheries, shall be subject to the same fees and tonnage dues as a vessel having a register, and the new master shall be liable to a fine of \$10. (R. S. 4335.)

(5) Obstruction by masters of customs officers in lawfully going on board vessels. Fine not less than \$50 nor more than \$500. (R. S. 3068.)

(6) *Obstruction.*—Hindering officer in execution of any act relating to enrollment, registry, and license. Penalty \$500. (R. S. 4376.)

(7) The master of any vessel of the United States documented to engage in the foreign and coasting trade on the northern, northeastern, and northwestern frontiers shall, upon arrival from foreign contiguous territory, file with the manifest of such vessel a detailed list of all supplies or other merchandise purchased in such foreign country for use or sale on such vessel, and also a statement of the cost of all repairs to and all equipment taken on board such vessel. If any such supplies, merchandise, repairs, or equipment shall not be reported, the master having charge of such vessel shall be liable to a fine of not less than \$100 and not more than \$500, or to imprisonment for not more than two years, or both. (Sec. 465, tariff act, 1922.) (*See Assault; Officers; Passengers; Radio; Seamen.*)

The first of these is the fact that the United States is a young nation, and that its history is a history of growth and development. It is a history of a people who have been able to adapt themselves to a new and changing environment, and who have been able to create a new and better life for themselves. This is a history of a people who have been able to overcome all the difficulties and hardships that have been thrown in their way, and who have been able to emerge as a great and powerful nation.

The second of these is the fact that the United States is a nation of immigrants. It is a nation of people who have come from all over the world, and who have brought with them their own customs, traditions, and languages. This has made the United States a melting pot of different cultures, and has made it a nation of great diversity and richness. It is a nation of people who have been able to blend their own cultures with those of the people who have already lived in the United States, and who have been able to create a new and better life for themselves.

The third of these is the fact that the United States is a nation of freedom. It is a nation of people who have been able to create a new and better life for themselves, and who have been able to overcome all the difficulties and hardships that have been thrown in their way. This is a history of a people who have been able to create a new and better life for themselves, and who have been able to overcome all the difficulties and hardships that have been thrown in their way. This is a history of a people who have been able to create a new and better life for themselves, and who have been able to overcome all the difficulties and hardships that have been thrown in their way.

The fourth of these is the fact that the United States is a nation of progress. It is a nation of people who have been able to create a new and better life for themselves, and who have been able to overcome all the difficulties and hardships that have been thrown in their way. This is a history of a people who have been able to create a new and better life for themselves, and who have been able to overcome all the difficulties and hardships that have been thrown in their way. This is a history of a people who have been able to create a new and better life for themselves, and who have been able to overcome all the difficulties and hardships that have been thrown in their way.

The fifth of these is the fact that the United States is a nation of peace. It is a nation of people who have been able to create a new and better life for themselves, and who have been able to overcome all the difficulties and hardships that have been thrown in their way. This is a history of a people who have been able to create a new and better life for themselves, and who have been able to overcome all the difficulties and hardships that have been thrown in their way. This is a history of a people who have been able to create a new and better life for themselves, and who have been able to overcome all the difficulties and hardships that have been thrown in their way.

The sixth of these is the fact that the United States is a nation of justice. It is a nation of people who have been able to create a new and better life for themselves, and who have been able to overcome all the difficulties and hardships that have been thrown in their way. This is a history of a people who have been able to create a new and better life for themselves, and who have been able to overcome all the difficulties and hardships that have been thrown in their way. This is a history of a people who have been able to create a new and better life for themselves, and who have been able to overcome all the difficulties and hardships that have been thrown in their way.



84. **Means of escape from steamers.**—On all steamers where the plans and arrangements will possibly permit, all inclosures where passengers or crews may be quartered, or where anyone may be employed, shall be provided with not less than two avenues of escape, so located that if one of such avenues is not available another may be. The locality and arrangement of such additional means of escape shall be determined by the steamboat inspectors and the steamboat managers as will in their judgment best carry out the purposes for which this provision was made. (Sec. 71, p. 105; sec. 62, p. 140, General Rules and Regulations, Board of Supervising Inspectors, 1920; R. S. 4417.)

85. **Medicine chest.**—Failure to keep on a vessel of the United States bound to any foreign port, or on one of 75 tons burden and upward bound from a port on the Atlantic to a port on the Pacific, or vice versa, a chest of medicines, and, if a sailing vessel bound on a foreign voyage, or around Cape Horn, or the Cape of Good Hope, or engaged in the whale or other fisheries, or in sealing, also antiscorbutics, to be served out to every seaman as required. Master or owner fined not more than \$500. (R. S. 4569, 4570.)

86. **Merchandise.**—(1) The word "merchandise" means goods, wares, and chattels of every description and includes merchandise the importation of which is prohibited.

(2) If any merchandise or baggage is laden on, or unladen from, any vessel or vehicle without a special license or permit therefor issued by the collector, the master of such vessel or the person in charge of such vehicle and every other person who knowingly is concerned, or who aids therein, or in removing or otherwise securing such merchandise or baggage, shall each be liable to a penalty equal to the value of the merchandise or baggage so laden or unladen, and such merchandise or baggage shall be subject to forfeiture, and if the value thereof is \$500 or more, the vessel or vehicle on or from which the same shall be unladen shall be subject to forfeiture. (Sec. 453, tariff act, 1922.)

(3) Failure to deliver at port of destination the vessel, sealed cars, or other vehicles containing bonded merchandise, or failing to proceed direct with reasonable promptness to port of destination, or disposing of any merchandise (all contiguous territory). Fine not exceeding \$1,000 or imprisonment not exceeding five years, or both. Seizure and forfeiture of vessel, car, or other vehicle, and contents. (Sec. 464, tariff act, 1922.)

(4) If merchandise is brought into the United States from contiguous territory without being reported, or without a manifest being filed therefor, the vessel and merchandise are liable to forfeiture, and the master or person in charge shall be liable to a penalty equal to the value of the merchandise imported or omitted from the manifest. (Sec. 460, tariff act, 1922.)

(5) The master of a vessel or vehicle in trade with contiguous territory may apply to the customs officer, or the consular officer of the United States stationed in the place from which such merchandise is shipped, to seal such vessel or vehicle and thereby avoid unnecessary inspection, and the vessel to proceed direct to port of destination, under such regulations as the Secretary of the Treasury may prescribe. (Sec. 463, tariff act, 1922.)





(6) Transportation of merchandise coastwise, in domestic commerce, on foreign vessels, either directly or via a foreign port, or for any part of the voyage, is forbidden under penalty of forfeiture of the merchandise. (R. S. 4347; act Feb. 17, 1898, sec. 1.)

(7) *Transportation between ports.*—If any merchandise is laden at any port or place in the United States upon any vessel belonging wholly or in part to a subject of a foreign country, and is taken thence to a foreign port or place to be reladen and reshipped to any other port in the United States, either by the same or by another vessel, foreign or American, with intent to evade the provisions relating to the transportation of merchandise from one port or place of the United States to another port or place of the United States in a vessel belonging wholly or in part to a subject of any foreign power, the merchandise shall, on its arrival at such last-named port or place, be seized and forfeited to the United States, and the vessel shall pay a tonnage duty of 50 cents per net ton. (Sec. 588, tariff act, 1922.)

(8) *Unlawful relanding.*—If any merchandise entered or withdrawn for exportation without payment of the duties thereon, or with intent to obtain a drawback of the duties paid, or of any other allowances given by law on the exportation thereof, is relanded at any place in the United States without entry therefor having been made, the same shall be considered and treated as having been imported into the United States contrary to law, and all persons concerned therein and such merchandise shall be liable to the same penalties as are prescribed by section 593 of the tariff act of 1922. Fine not exceeding \$5,000, or imprisonment not exceeding two years, or both. (Sec. 589, tariff act, 1922.) (*See Forgery and fraud; Smuggling; Warehouse; Unlading.*)

87. **Motor boats.**—The words "motor boat," as used in the act of June 9, 1910, include every vessel propelled by machinery and not more than 65 feet in length, except tugboats and towboats propelled by steam. The engine, boiler, or other operating machinery shall be subject to inspection on all motor boats which are more than 40 feet in length and which are propelled by machinery driven by steam.

(1) Classes I, II, III: Failure of motor boats (except public vessels and those not exceeding 16 feet in length) to have painted or attached to each bow of the boat the number awarded by the collector of customs. Fine of \$10, for which the vessel is liable, under section 4 of the act of June 9, 1918.

(2) Classes I, II, III: Failure to carry the light required while at anchor. Fine of \$200 under section 4, act of June 7, 1897, and section 2, act of February 8, 1895. (Art. 11, act June 7, 1897; rule 9, act. Feb. 8, 1895.)

(3) Classes I, II, III: Failure to have on board two copies of Pilot Rules. Fine of \$200 under act of June 7, 1897, sections 3 and 4, and act of February 8, 1895, section 2. (Act Feb. 8, 1895, sec. 3; act Feb. 14, 1903, sec. 10.)

(4) Class I: Failure to have a white light and side lights, or combination lantern, while under way after sunset. Penalty, \$100 for each case of omission. (Act June 9, 1910, sec. 3-*b*.)

(5) Classes II, III: Failure to have side lights, white light forward and one aft, while under way after sunset. Penalty, \$100 for each case of omission. (Act June 9, 1910, sec. 3-*b*.)





(6) Classes II, III: Failure to have fluted or fresnel lenses for all lights. Penalty, \$100 each. (Act June 9, 1910, sec. 3-*b*.)

(7) Classes I, II, III: The carrying of white lights by motor boats when under sail alone is forbidden. Penalty, \$100 each. (Act June 9, 1910, sec. 3-*b*.)

(8) Classes I, II, III: Failure to have whistle or efficient whistle when under way. Penalty, \$100 each. (Act June 9, 1910, sec. 4-*a*.)

(9) Classes II, III: Failure to have foghorn or efficient foghorn when under way. Penalty, \$100 each. (Act June 9, 1910, sec. 4-*b*.)

(10) Classes II, III: Failure to have bell on board. Penalty, \$100 each. (Act June 9, 1910, sec. 4-*c*.)

(11) Classes I, II, III: Failure to have sufficient number of life preservers or having nonregulation life-saving equipment. Penalty, \$100 each. (Act June 9, 1910, sec. 5.)

(12) Classes I, II, III: Failure to have the means of extinguishing burning gasoline. Penalty, \$100 each. (Act June 9, 1910, sec. 5.)

(13) Classes I, II, III: Failure to have licensed operator on board when carrying passengers for hire. Penalty, \$100. (Act June 9, 1910, sec. 5.)

(14) Classes II, III: Failure to have card certificate showing payment of tax on pleasure craft over 5 net tons and over 32 feet long. Penalty, \$1,000. (Revenue act, 1921, sec. 1001.)

(15) Classes I, II, III: Failure to file return if subject to tax. Penalty, \$1,000. (Revenue act, 1921.)

(16) Classes I, II, III: Carrying life preservers not passed by inspector. Penalty, \$100. (Sec. II, Motor-boat Regulations.)

(17) Classes I, II, III (undocumented): Failure to have the official number issued by customhouse painted or attached to bow or carrying unauthorized number. Penalty, \$10. (Act June 7, 1918.)

(18) *Motor boat—Lights*.—If the only violation is that the after light is not in its proper place, warn the operator; make report if warning is disregarded. If whistle or horn is of doubtful efficiency, warn the operator; make report if warning is disregarded.

(19) *Motor boats* (act June 9, 1910).—Every vessel of 65 feet and under, propelled by machinery, except towboats propelled by steam, are classed as motor boats. The engine, boiler, or other machinery, on motor boats propelled by steam, over 40 feet long, are subject to inspection.

(20) All motor boats carrying passengers for hire shall have a licensed operator or engineer.

(21) Motor boats of Class I are those less than 26 feet in length.

Motor boats of Class II are those 26 feet in length and over and less than 40 feet.

Motor boats of Class III are those 40 feet in length and over and not more than 65 feet.

(22) *Class I motor boats must carry*:

a. White light aft to show all around the horizon.

b. Combination lantern forward; red and green side lights, visible from ahead to 2 points abaft the beam on their respective sides.





c. Whistle or sound-producing mechanical appliance capable of producing a sound of not less than 2 seconds duration.

d. Life preserver for each person on board.

e. Means for extinguishing fire, such as flour, sand, pyrene, etc.

f. Two copies of Pilot Rules.

(23) *Motor boats of classes II and III must carry:*

a. White light forward, visible through 20 points, from dead ahead to 2 points abaft each beam; lenses fluted or fresnel glass; Class II, 19 square inches; Class III, 31 square inches.

b. White light aft, to show all around the horizon; fluted or fresnel lens.

c. Side lights, visible from dead ahead to 2 points abaft the beam; green to starboard and red to port; lenses fresnel or fluted glass; Class II, 16 square inches; Class III, 25 square inches.

d. Side lights must be fitted with light screens; Class II, 18 inches long; Class III, 24 inches long.

e. Whistle or sound-producing mechanical appliance capable of producing a sound of not less than 2 seconds duration.

f. Efficient foghorn.

g. Efficient bell not less than 8 inches across the opening.

h. Life preserver for each person on board.

i. Means for extinguishing fire, such as sand, flour, pyrene, etc.

j. Two copies of Pilot Rules.

(24) Motor Boats of classes II and III, if over 5 tons net, and over 32 feet in length, not designed for trade and fishing, and pleasure boats, must carry a card certificate, showing that the special tax on pleasure boats has been paid. (Act June 9, 1918.)

(See Collision; Navigation; Steam vessels of United States; Enrollment and license; Register; Tax; Name of vessel; Vessels.)

(25) a. All violations of the act of June 9, 1910, must be reported to the collector of customs regardless of mitigating circumstances, as authority to mitigate and remit the penalties under the laws mentioned is vested solely in the Secretary of Commerce.

b. The act defines the words "motor boat" (i. e., the class of vessels subject to its requirements) as including every vessel propelled by machinery and not more than 65 feet in length, except tugboats and towboats propelled by steam. The term, therefore, includes boats temporarily or permanently equipped with detachable motors, and such vessels, when so equipped, are subject to this act.

c. The lights provided for in section 3 of the act of June 9, 1910, are *running lights* for motor boats subject to the provisions of the act in lieu of the lights prescribed, respectively, by article 2 of the act approved June 7, 1897 (covering certain harbors, rivers, and inland waters of the United States); rule 3 of the act approved February 8, 1895 (covering the Great Lakes and their connecting and tributary waters); and rules 3, 5, 6, and 7, of section 4233 of the Revised Statutes (covering western rivers). The penalty for failure to carry such lights is a fine not exceeding \$100.

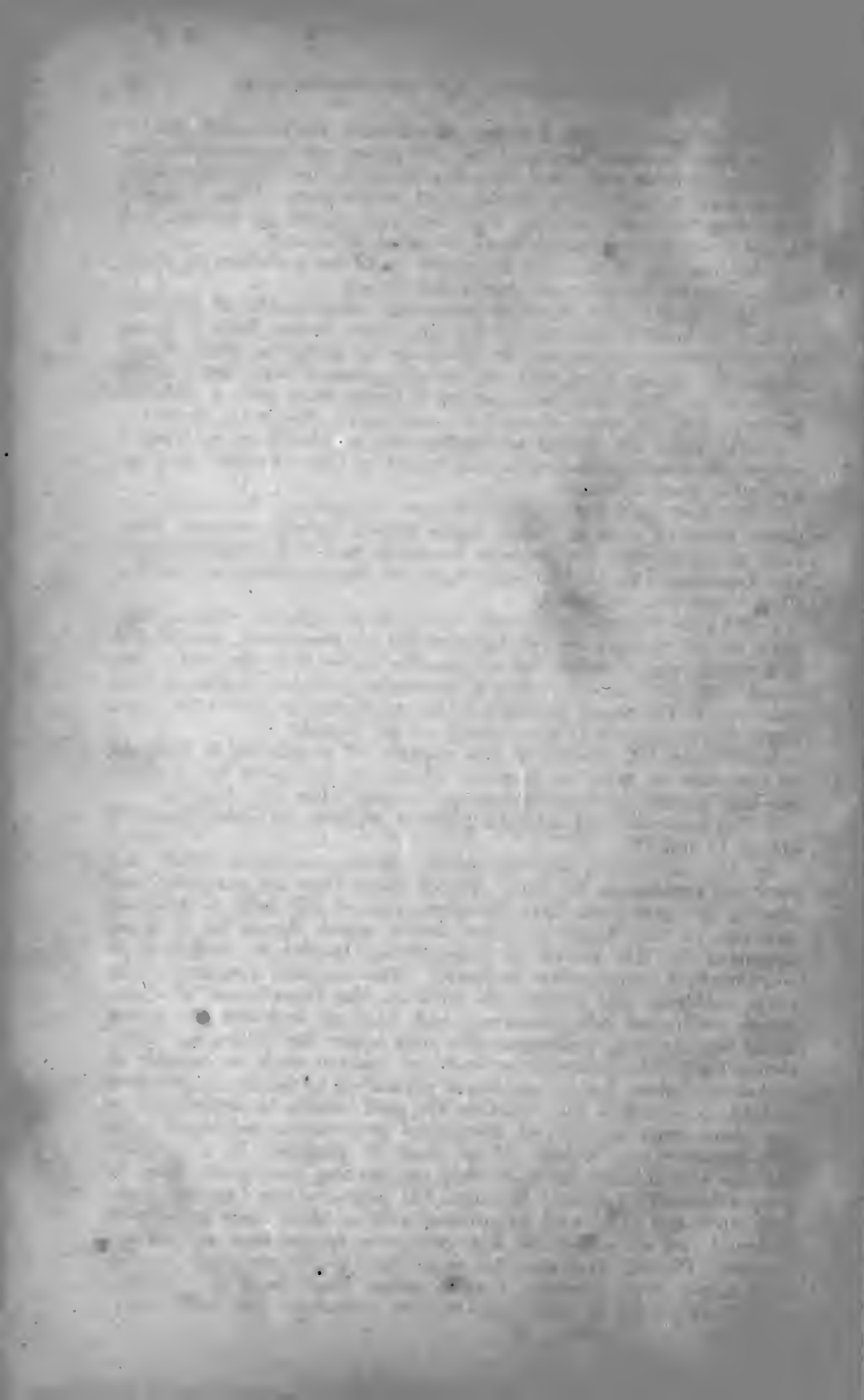
d. The lights provided for in section 3 of the act of June 9, 1910, are not in conflict with the anchor lights, lights for pilot and fishing vessels, and other lights provided in the acts above cited. The penalties for violations of existing laws not in conflict with this act remain unchanged.

The first of these is the fact that the British Empire is not a homogeneous entity. It is a collection of many different peoples, languages, and customs. This diversity is one of its strengths, but it also presents challenges. The second is the fact that the British Empire is not a static entity. It has changed over time, and it is likely to continue to change in the future. The third is the fact that the British Empire is not a monolithic entity. It is a collection of many different peoples, languages, and customs. This diversity is one of its strengths, but it also presents challenges.

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e. Motor boats of class I which do not carry the two-color combination light forward, but have red and green side lights separated, should carry also a white bow light in addition to the white after light which must be carried on all classes of motor boats. Class I motor boats should comply strictly with the requirements of section 3 of the above act as regards the kinds of lights to be used.

f. No penalty is incurred by motor boats for a failure to carry lights between the hours of sunrise and sunset.

g. If a motor boat, through temporary disablement of the machinery or lack of gasoline, or for any other reason, finds it necessary to proceed under sail, in whole or in part, the white lights should be extinguished and she should proceed with her colored lights only. This does not convert a motor boat into a sailboat, however, and all other motor-boat equipment should be carried.

h. The light aft should be higher and so placed as to form a range with the light forward, and should be clear of house awnings and other obstructions.

i. The law does not specify the size of lights to be carried on motor boats of class I. Such lights should be large enough, however, to accomplish the purpose intended, and it is suggested that the illuminated portion of such lights or lenses should not be less than 3 inches in diameter.

j. Whistle, foghorn, and bell.—No size or style of whistle, foghorn, or bell (except the bell for class III) is prescribed, provided it is available and sufficient for the use for which it is intended. The word "efficient" must be taken in its ordinary sense, considered with reference to the object intended by the provisions in which the word appears, namely, the production of certain signals.

k. Whistle.—A mouth whistle capable of producing a blast of two seconds or more in duration which can be heard for at least one-half a mile has been held to be in compliance with the law.

l. Foghorns can not take the place of whistles on motor boats of classes II and III.

m. Life preservers and life-saving devices on motor boats not carrying passengers for hire. Every motor boat not carrying passengers for hire must have life preservers or life belts or buoyant cushions or ring buoys or other device, which should be of types approved by the Board of Supervising Inspectors, sufficient to sustain afloat every person on board. This includes members of the crew, children, and babies. In addition the Department of Commerce authorizes life preservers and buoyant cushions for motor boats not carrying passengers for hire under the following conditions: Each life preserver or buoyant cushion shall be capable of sustaining afloat for a continuous period of 24 hours an attached weight so arranged that whether the said weight be submerged or not there shall be a direct downward gravitation pull upon such life preserver or cushion of at least 20 pounds. If a buoyant cushion is furnished for more than one person, its capacity must be proportionately greater. No such life preservers or buoyant cushions stuffed or filled with granulated cork or other loose granulated material and no pneumatic life preservers or cushions will be approved. Planks, gratings, floorings, oars, corks on ropes or fish nets, empty kegs or casks, wooden boxes, small boats in tow, etc., are not approved as substitutes for life preservers, life belts, buoy-

[illegible]

The first of these is the fact that the United States is a young nation, and that its history is a history of growth and development. The second is the fact that the United States is a nation of immigrants, and that its history is a history of the struggle for a common identity. The third is the fact that the United States is a nation of free men, and that its history is a history of the struggle for freedom.

The fourth is the fact that the United States is a nation of opportunity, and that its history is a history of the struggle for a better life. The fifth is the fact that the United States is a nation of progress, and that its history is a history of the struggle for a more perfect union. The sixth is the fact that the United States is a nation of peace, and that its history is a history of the struggle for a more just world.

The seventh is the fact that the United States is a nation of hope, and that its history is a history of the struggle for a more beautiful future. The eighth is the fact that the United States is a nation of love, and that its history is a history of the struggle for a more harmonious society. The ninth is the fact that the United States is a nation of faith, and that its history is a history of the struggle for a more meaningful life. The tenth is the fact that the United States is a nation of courage, and that its history is a history of the struggle for a more noble cause.

The eleventh is the fact that the United States is a nation of justice, and that its history is a history of the struggle for a more equitable world. The twelfth is the fact that the United States is a nation of truth, and that its history is a history of the struggle for a more honest society. The thirteenth is the fact that the United States is a nation of wisdom, and that its history is a history of the struggle for a more enlightened future. The fourteenth is the fact that the United States is a nation of power, and that its history is a history of the struggle for a more influential voice.

The fifteenth is the fact that the United States is a nation of glory, and that its history is a history of the struggle for a more magnificent destiny. The sixteenth is the fact that the United States is a nation of honor, and that its history is a history of the struggle for a more respected name. The seventeenth is the fact that the United States is a nation of pride, and that its history is a history of the struggle for a more dignified status. The eighteenth is the fact that the United States is a nation of respect, and that its history is a history of the struggle for a more valued position.

The nineteenth is the fact that the United States is a nation of love, and that its history is a history of the struggle for a more affectionate world. The twentieth is the fact that the United States is a nation of peace, and that its history is a history of the struggle for a more tranquil future.

ant cushions, or ring buoys, but wooden life floats may be used, provided their dimensions shall not be less than 4 feet in length, 14 inches in breadth, 2 inches in thickness, and made of well-seasoned white pine, or of any other wood not exceeding white pine in weight per cubic foot.

u. Life preservers and life-saving devices on motor boats carrying passengers for hire. Motor boats carrying passengers for hire shall carry one life preserver of the sort prescribed by the Board of Supervising Inspectors for every passenger carried, and the person in charge must be duly licensed.

o. Motor boats hired at launch liveryes and operated by the liveryman or his employee are construed as carrying passengers for hire: but if the motor boat is operated by the hirer himself it is not considered a carriage of passengers for hire even though he may take other persons on board, provided, of course, he does not receive compensation for carrying these other persons.

p. Licensed officers, and inspection.—In lieu of the inspection of steam vessels now provided by sections 4417, 4418, and 4426, Revised Statutes, it is now required that, after due inspection or personal observation, the design of the engine, boiler, or other operating machinery of motor boats more than 40 feet in length and not more than 65 feet in length, propelled by machinery driven by steam, shall be approved by the local inspectors. All steam vessels more than 65 feet in length are subject to inspection as heretofore. Motor boats propelled otherwise than by steam of above 15 gross tons carrying freight or passengers for hire, but not engaged in fishing as a regular business, are subject to inspection whether under or over 65 feet in length. The only officer required to be carried on motor boats within the contemplation of the act of June 9, 1910, is the licensed operator provided for in the act.

q. Documents and name.—All motor boats of 5 net tons or over engaged in trade must be documented; that is to say, licensed by the collectors of customs. Vessels under 5 net tons are not documented in any case. The license of the vessel obtained from the collector of customs (designated a document) is additional to and must not be confounded with the license required for the operator of a motor boat. Documented vessels must have name and home port on stern and name on each bow. Tonnage measurement is necessary only in case of vessels requiring to be documented.

r. No equipment, except anchor lights after sunset, is required on motor boats when not being navigated.

88. Motor-propelled lifeboats on steamers.—All ocean steam vessels of more than 2,500 gross tons carrying passengers, whose route at any point lies more than 200 miles offshore, shall carry at least one motor-propelled lifeboat as a part of their required lifeboat equipment: *Provided*, That any vessel under the jurisdiction of the Steamboat Inspection Service may carry one motor-propelled lifeboat as a part of the required lifeboat equipment, but on vessels carrying more than six lifeboats under davits, two of such lifeboats may be motor propelled. (Sec. 5, p. 71, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

89. Motor vessels, whistles on.—Motor vessels of any tonnage other than steam vessels shall be provided with a whistle to be blown by compressed air or other power, to give the necessary whistle signals

within the contemplation of the act of June 2, 1901 is the law
in general. The only effect required to be carried on under boats
the business was subject to inspection whether under or over the
freight or passengers whether or not engaged in business as a regular
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not in length are subject to inspection as to structure. Motor boats
as required by the local inspectors. All steam vessels more than 25
machinery of motor boats more than 25 feet in length and not more
such observation the design of the engine, boiler or other operating
vessel statutes, it is now required that after due inspection or per-
of steam vessels now provided by sections 414, 418, and 420. Re-
of licensed officers, may comply with the provisions of the inspection

89. Motor vessels, whistles or other vessels of any tonnage other than steam vessels shall be provided with a whistle to be blown by compressed air or other power, to give the necessary whistle signals.

the first of these, the United States of America, was founded in 1776, and has since that time been a member of the League of Nations. The second of these, the United Kingdom of Great Britain and Ireland, was founded in 1707, and has since that time been a member of the League of Nations. The third of these, the French Republic, was founded in 1792, and has since that time been a member of the League of Nations.

The fourth of these, the German Empire, was founded in 1871, and has since that time been a member of the League of Nations. The fifth of these, the Italian Kingdom, was founded in 1861, and has since that time been a member of the League of Nations. The sixth of these, the Russian Empire, was founded in 1721, and has since that time been a member of the League of Nations.

The seventh of these, the Japanese Empire, was founded in 1868, and has since that time been a member of the League of Nations. The eighth of these, the United States of China, was founded in 1911, and has since that time been a member of the League of Nations. The ninth of these, the Republic of China, was founded in 1911, and has since that time been a member of the League of Nations.

The tenth of these, the Republic of India, was founded in 1947, and has since that time been a member of the League of Nations. The eleventh of these, the Republic of Pakistan, was founded in 1947, and has since that time been a member of the League of Nations.

The twelfth of these, the Republic of Indonesia, was founded in 1945, and has since that time been a member of the League of Nations. The thirteenth of these, the Republic of the Philippines, was founded in 1946, and has since that time been a member of the League of Nations. The fourteenth of these, the Republic of Vietnam, was founded in 1945, and has since that time been a member of the League of Nations.

The fifteenth of these, the Republic of Cambodia, was founded in 1953, and has since that time been a member of the League of Nations. The sixteenth of these, the Republic of Laos, was founded in 1953, and has since that time been a member of the League of Nations.

The seventeenth of these, the Republic of Burma, was founded in 1948, and has since that time been a member of the League of Nations. The eighteenth of these, the Republic of Thailand, was founded in 1932, and has since that time been a member of the League of Nations. The nineteenth of these, the Republic of Siam, was founded in 1892, and has since that time been a member of the League of Nations.

The twentieth of these, the Republic of Ceylon, was founded in 1948, and has since that time been a member of the League of Nations. The twenty-first of these, the Republic of Malaya, was founded in 1948, and has since that time been a member of the League of Nations. The twenty-second of these, the Republic of Singapore, was founded in 1965, and has since that time been a member of the League of Nations.



to passing vessels. (R. S. 4405; sec. 2, p. 177, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

90. **Mutiny.**—Any member of the crew of a vessel of the United States inciting revolt or mutiny on shipboard is liable to a fine of not more than \$1,000, or imprisonment for not more than five years, or both. (Act Mar. 4, 1909, sec. 292.)

91. **Name of vessel.**—(1) Name and hail port. The name of every documented vessel of the United States (except yachts) must be marked upon each bow and upon the stern; the home port must be marked upon the stern. The smallest letters must not be less than 4 inches in length; and they must be in a dark color on a light ground, or in a light color on a dark ground. Penalty \$10 for each name omitted. A violation also exists when the wrong name is used or when the proper name is not in full. (R. S. 4178; Acts Feb. 21, 1891, and Jan. 20, 1897.)

(2) Every documented steam vessel, except yachts, in addition to the above, must have the name in 6-inch letters on each outboard side of the pilot house, if she has one, the colors to be the same as above. Side-wheel steamers must, in addition to the above, have the name on each outer side of the paddle boxes (in which the paddle wheels work), the same as for pilot houses. Penalty \$10 for each name omitted. (R. S. 4495; Act Feb. 21, 1891.)

(3) Every documented yacht (*see* Yachts) must have her name and hail port on some conspicuous portion of her hull. (R. S. 4214.)

(4) The laws requiring the name and hail port apply to all documented vessels, whether sail, motor, steam, or barge, etc. (R. S. 4178.)

(5) All *undocumented* motor boats, except public vessels and vessels not exceeding 16 feet in length, temporarily equipped with detachable motors, shall be numbered with distinctly visible and legible numbers, not less in size than 3 inches. They must be painted or attached on each bow. These numbers shall be awarded by the collector of customs of the district in which the vessel is owned. No other numbers can be carried on the bows. Penalty \$10. (Act June 7, 1918.) (Same law requires notice of destruction or abandonment of such vessels and change in ownership to be furnished within 10 days to the collector who awarded the number. Penalty \$10.)

92. **Name of vessel, change of.**—(1) The name of a documented vessel shall not be changed except as prescribed by law, under penalty of forfeiture. (R. S. 4179.)

(2) Application to change the name of a vessel should be made to the Commissioner of Navigation, through the collector of customs at the vessel's home port. The application must show the reasons for the change and that the vessel is not over 20 years old; if she be over 10 years old, the repairs to her must have amounted to not less than 40 per cent of her first cost; if she be over 15 years old, the repairs must be not less than 60 per cent of her first cost. Her existing name must have been given her at least 5 years previous to the date of the application. If she has boilers they must not be more than 10 years old.

(3) When permission is granted to change the name, the order for the change must be published in some daily or weekly paper at or nearest the port of documentation in at least four successive

of the same kind. The first of these was the "Act of 1790," which provided for the establishment of a system of public lands.

The second of these was the "Act of 1792," which provided for the establishment of a system of public lands.

The third of these was the "Act of 1794," which provided for the establishment of a system of public lands.

The fourth of these was the "Act of 1796," which provided for the establishment of a system of public lands.

The fifth of these was the "Act of 1798," which provided for the establishment of a system of public lands.

The sixth of these was the "Act of 1800," which provided for the establishment of a system of public lands.

The seventh of these was the "Act of 1802," which provided for the establishment of a system of public lands.

The eighth of these was the "Act of 1804," which provided for the establishment of a system of public lands.

The ninth of these was the "Act of 1806," which provided for the establishment of a system of public lands.

The tenth of these was the "Act of 1808," which provided for the establishment of a system of public lands.

The eleventh of these was the "Act of 1810," which provided for the establishment of a system of public lands.

The twelfth of these was the "Act of 1812," which provided for the establishment of a system of public lands.

The thirteenth of these was the "Act of 1814," which provided for the establishment of a system of public lands.

The fourteenth of these was the "Act of 1816," which provided for the establishment of a system of public lands.

The fifteenth of these was the "Act of 1818," which provided for the establishment of a system of public lands.

The sixteenth of these was the "Act of 1820," which provided for the establishment of a system of public lands.

The seventeenth of these was the "Act of 1822," which provided for the establishment of a system of public lands.

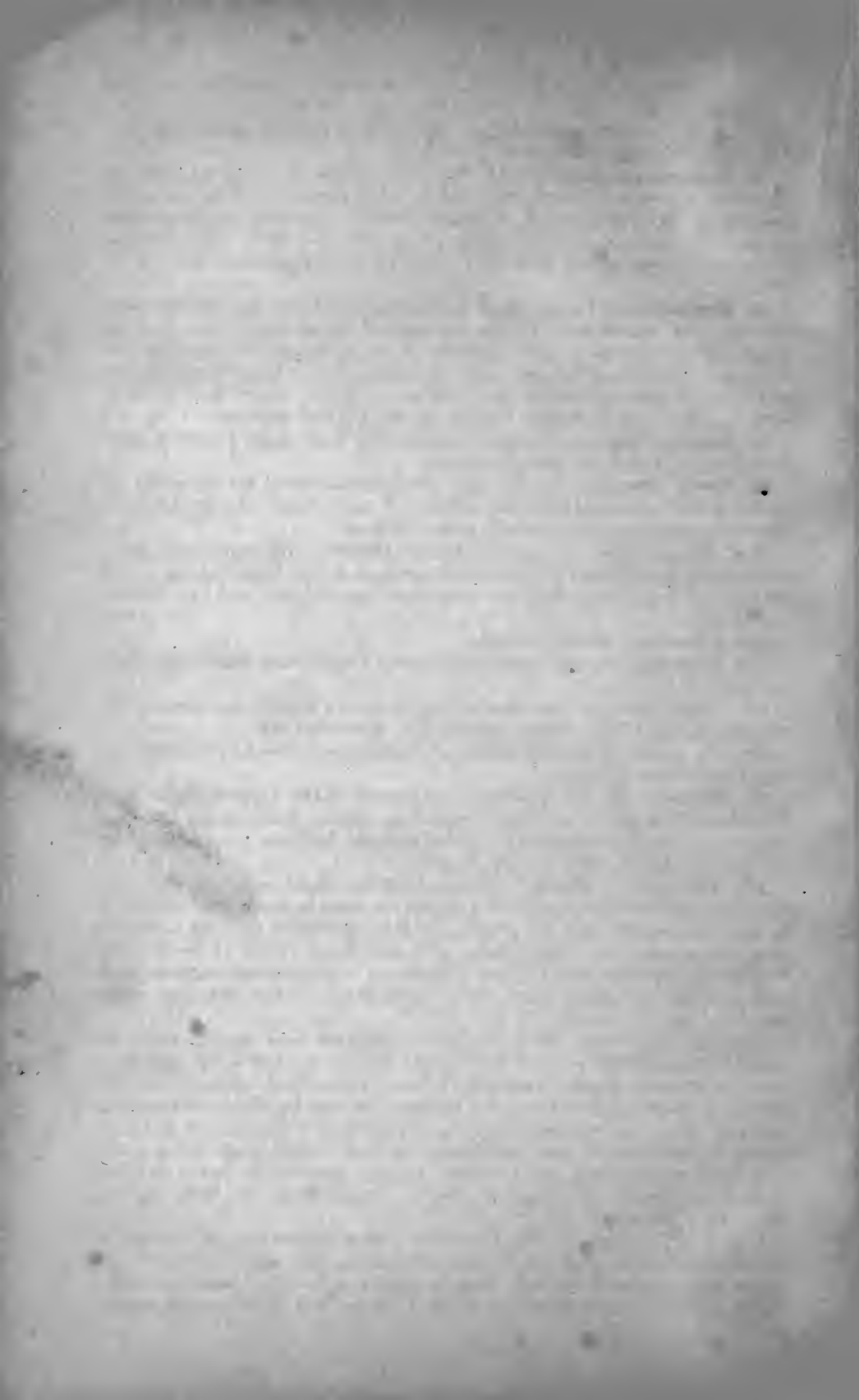
The eighteenth of these was the "Act of 1824," which provided for the establishment of a system of public lands.

The nineteenth of these was the "Act of 1826," which provided for the establishment of a system of public lands.

The twentieth of these was the "Act of 1828," which provided for the establishment of a system of public lands.

The twenty-first of these was the "Act of 1830," which provided for the establishment of a system of public lands.

The twenty-second of these was the "Act of 1832," which provided for the establishment of a system of public lands.



issues. (R. S. 4179; acts Mar. 2, 1881; July 5, 1884; Feb. 14, 1903; Treasury Decisions 8292, 9605, 31558.)

93. **Name on equipments.**—All the equipments of a steamer, such as buckets, hose, axes, boats, oars, rafts, life preservers, floats, barrels, and tanks, shall be painted or branded with the name of the steamer upon which they are used. (Sec. 73, p. 106; sec. 64, p. 140, General Rules and Regulations, Board of Supervising Inspectors, 1920; R. S. 4405.)

94. **Navigation.**—Tying up or anchoring vessels in navigable channels so as to interfere with the passage of other vessels; or floating loose timber or logs in such manner as to endanger navigation, etc. Fine not less than \$500 nor more than \$2,500, or imprisonment not less than 30 days nor more than 1 year, or both. (Act Mar. 3, 1899, secs. 15, 16.) (*See Steam vessels of the United States.*)

95. **Night.**—The word "night" means the time from 5 o'clock post-meridian to 8 o'clock antemeridian.

96. **Ocean steamers.**—Under this designation shall be included all steam vessels navigating the waters of any ocean or the Gulf of Mexico more than 20 nautical miles offshore.

For the purpose of apportioning lifeboat, life-raft, and davit equipment upon ocean steam vessels subject to the jurisdiction of the Steamboat-Inspection Service, they shall be divided into the following classes:

(a) Passenger steam vessels.

(b) Passenger steam vessels the keels of which are laid after July 1, 1915.

(c) Cargo steam vessels and all other steam vessels navigating the waters of any ocean, unless hereinafter provided for.

(Sec. 1, p. 68, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

97. **Officers.**—(1) All the officers of vessels of the United States who shall have charge of a watch, including pilots, shall in all cases be citizens of the United States. [Metlakahla Indians are excepted by the act of Mar. 4, 1907.] (R. S. 4131.)

(2) The word "officers" shall include the chief engineer and each assistant engineer in charge of a watch on vessels propelled wholly or in part by steam; and no person shall be qualified to hold a license as a commander or watch officer of a merchant vessel of the United States who is not a native-born citizen, or whose naturalization as a citizen shall not have been fully completed. (Act May 28, 1896, sec. 1.)

(3) In cases where on a foreign voyage, or on a voyage from an Atlantic to a Pacific port of the United States, or vice versa, any such vessel is for any reason deprived of the services of an officer below the grade of master, his place, or a vacancy caused by the promotion of another officer to such place, may be supplied by a person not a citizen of the United States until the return of such vessel to its home port; and such vessel shall not be liable to any penalty or penal tax for such employment of an alien officer. (Acts June 26, 1884, sec. 1; May 28, 1896, sec. 3.)

(4) The President of the United States is authorized, whenever in his discretion the needs of foreign commerce may require, to suspend by order, so far and for such length of time as he may deem desirable, the provisions of law prescribing that all the watch officers of vessels





of the United States registered for foreign trade shall be citizens of the United States. (Act Aug. 18, 1914, sec. 2.)

98. **Officers' licenses, duration of.**—A license to an officer continues in force five years and is subject to renewal for another five years. Licenses shall not be renewed in the case of masters, mates, and pilots without a certificate of examination as to color blindness. A license may be revoked or suspended upon satisfactory proof of bad conduct, intemperate habits, unskillfulness, want of knowledge of the duties of his station, or the willful violation of any provision of law affecting his duties. (Act May 28, 1896, sec. 2; act Oct. 22, 1914.)

99. **Official number.**—Every documented vessel of the United States shall have her official number deeply carved or otherwise permanently marked on her main beam. Failure to do so subjects the vessel to a fine of \$30 on every arrival at a port of the United States. (R. S. 4177, act June 19, 1886, sec. 6.)

100. **Opium.**—(1) Exporting opium and cocaine, salts, derivatives, or preparations thereof (except smoking opium, the exportation of which is prohibited) to any country in violation of its regulations for the importation thereof is forbidden. Fine not exceeding \$5,000 nor less than \$50, or imprisonment not exceeding two years, or both. (Act Jan. 17, 1914, secs. 6, 7.)

(2) Fraudulently or knowingly importing, or assisting in so doing, opium and cocaine, or any preparation or derivative thereof, contrary to law, or knowingly transporting, etc. Seizure and forfeiture of the merchandise. Fine not exceeding \$5,000 nor less than \$50, or imprisonment not exceeding two years, or both. (Act Feb. 9, 1909, sec. 2; act Jan. 17, 1914, sec. 2.)

(3) Receiving, having in possession, concealing, transporting, etc., smoking opium, or opium prepared for smoking. Opium to be seized and forfeited. Fine not exceeding \$5,000 nor less than \$50, or imprisonment not exceeding two years, or both. (Act Jan. 17, 1914, sec. 4.)

(4) Unmanifested opium and cocaine, or any preparation or derivative thereof, found on vessel. Master liable to fine equal to the value of the opium, etc., which is to be seized and forfeited. (Act Jan. 17, 1914, sec. 8, R. S. 2809.)

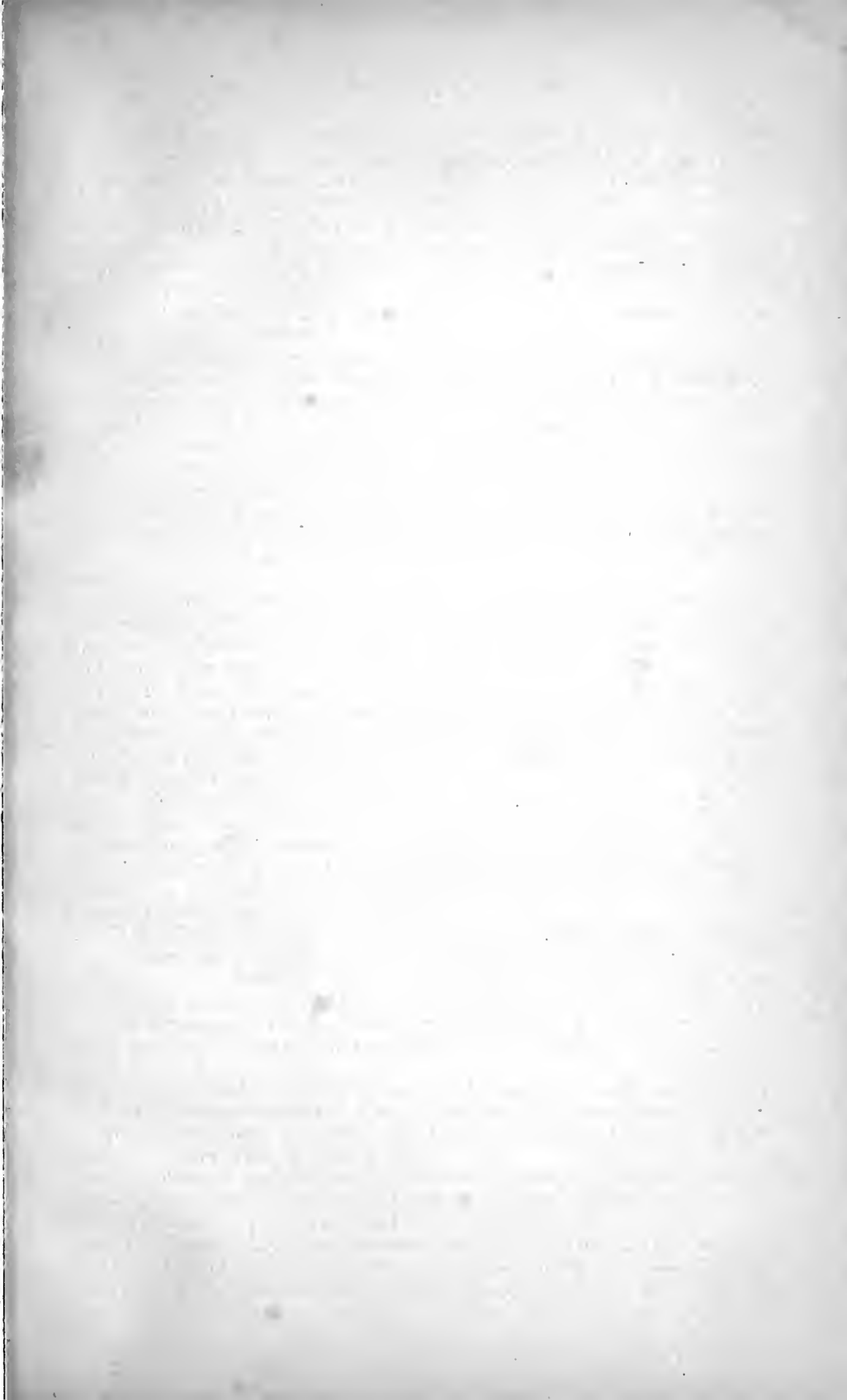
101. **Owner.**—The term "owner" shall comprehend all the several persons, if more than one, to whom a vessel shall belong. (R. S. 4612.)

102. **Passengers.**—(1) Carrying a greater number of passengers on a vessel than allowed by the United States certificate of inspection. Master and owner liable to forfeit amount of passage money and \$10 for each passenger in excess of number allowed. (R. S. 4465; act Feb. 14, 1917, sec. 2.)

(2) Carrying passengers on a vessel of the United States on which the certificate of inspection has expired. Vessel liable to fine of \$100 for each offense. (R. S. 4424; act Mar. 4, 1915, sec. 4.)

(3) Foreign vessels are not allowed to transport passengers coastwise. Fine of \$200 for each passenger transported and landed. (Act June 19, 1886, sec. 8; act Feb. 17, 1898, sec. 2.)

(4) Failure through negligence or design to keep a list or count of passengers carried on a vessel of the United States in coastwise trade. Master liable to a fine of \$100. (R. S. 4467-4468; act May 28, 1908, secs. 3, 4.)



(5) Failure of master to submit to the boarding officer for inspection a correct list of passengers and subsequently file it with manifest on entry of vessel. Master liable to a fine not exceeding \$1,000. (Act Aug. 2, 1882, sec. 9; act Feb. 9, 1905, sec. 1.)

(6) Seduction of a female passenger on an American vessel by the master, an officer, or a member of the crew. Fine not more than \$1,000 or imprisonment for not more than one year, or both. (Act Mar. 4, 1909, sec. 280.)

(*Sec* Boarding; Passengers (steerage): Steam vessels of the United States; Vessels.)

103. **Passengers (steerage).**—(1) It is not lawful to take, carry, or have explosives or other dangerous articles on board any vessel engaged in carrying steerage passengers, or in the transportation of animals, except under certain provisions. Master liable to fine of not exceeding \$1,000 and imprisonment not more than one year for each violation of any provision. (Act Aug. 2, 1882, sec. 8.)

(2) Failure of master or consignee of vessel to report to the collector the death, on the voyage, of any passenger above 8 years of age. Master or consignee fined \$50 for each such deceased passenger, in addition to the sum of \$10 required by law. (Act Aug. 2, 1882, sec. 10.)

(3) Failure of master to have posted in conspicuous places copies of section 7 of the act of August 2, 1882, written or printed in the language or principal languages of the passengers on board. Fine not exceeding \$100.

(4) Failure of master to make adequate provisions for light and air to decks and compartments, properly constructed hatchways and companionways, proper caboose and cooking apparatus, and water-closets. Fine not exceeding \$250 for a violation of any of the provisions. (Act Aug. 2, 1882, sec. 2.)

(5) Failure of master to provide a sufficient number of berths for the proper accommodation of all steerage passengers. Fine of \$5 for each passenger carried. (Act Aug. 2, 1882, sec. 2.)

(6) Failure of master to provide hospital compartments, surgeons, medicines, etc. Fine not exceeding \$250 for a violation of any provision. (Act Aug. 2, 1882, sec. 5.)

(7) Failure of master to maintain good discipline among steerage passengers; to keep compartments and spaces set apart for their use in a clean and healthy condition; to set apart a space on upper or main deck and to muster them thereon for exercise, etc.; and to keep posted regulations to effect these requirements. Fine not exceeding \$250 for each violation or neglect of any provision. (Act Aug. 2, 1882, sec. 6.)

(8) Failure of master to maintain the compartments, spaces, and accommodations required. Fine of \$50 for each passenger in excess of proper number, and may also be imprisoned not exceeding six months. (Act Aug. 2, 1882, sec. 1.)

(9) Officers, seamen, and other employees on vessels visiting passengers' quarters, except in the performance of duty. Every officer, seaman, or employee fined not exceeding \$100 and imprisoned not exceeding 20 days for each violation. (Act Aug. 2, 1882, sec. 7.)

(10) Willful failure of master to provide proper food and fresh water, milk for infants, tables and seats, etc. Fine not more than



\$500 and imprisonment not exceeding six months. (Act Aug. 2, 1882, sec. 4.) (*See* Boarding; Explosives; Passengers; Vessels.)

104. **Perjury.**—Willfully making a false oath on a material matter before a tribunal or person authorized to administer it. Fine not more than \$2,000 and imprisonment not more than five years. (Act Mar. 4, 1909, sec. 125.)

105. **Person.**—The word "person" includes partnerships, associations, and corporations.

106. **Pilot house and navigator's bridge.**—Masters and pilots of steamers carrying passengers shall exclude from the pilot houses and navigator's bridge of such steamers, while under way, all persons not connected with the navigation of such steamers, except officers of the Steamboat Inspection Service, Coast Guard, and engineer officers of the United States Army in charge of the improvement of that particular waterway, when upon business: *Provided*, That licensed officers of steamboats, persons regularly engaged in learning the profession of pilot, officers of the United States Navy, United States Coast and Geodetic Survey, and Lighthouse Service, assistant engineers of the Engineer Department of the United States Army connected with the improvement of that particular waterway, and the engineer officers connected with the construction and operation of the Panama Canal may be allowed in the pilot house or upon the navigator's bridge upon the responsibility of the officer in charge.

The master of every such passenger and ferry steamer shall keep three printed copies of this section of Rule V posted in conspicuous places on such steamer, one of which shall be kept posted in the pilot house.

Such printed copies shall be furnished by the Department of Commerce to local inspectors for distribution. (R. S. 4405; sec. 16, p. 153, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

107. **Pilot rules.**—(1) All steam and motor vessels propelled by machinery of over 100 gross tons must have two copies of the placard form of the Pilot Rules (Form 805, Department of Commerce, Steamboat Inspection Service) posted in conspicuous places on the vessel, one copy of which must be in the pilot house. (Act June 7, 1897, sec. 2; act Feb. 8, 1895, sec. 3; act Feb. 14, 1903, sec. 10; R. S. 4412, 4413.)

(2) On steam and motor vessels propelled by machinery of over 25 gross tons and not over 100 gross tons, only one copy of the placard form of the Pilot Rules need be posted in the pilot house, but two copies (Form 805) must be on board. (Act June 7, 1897, sec. 2; act Feb. 8, 1895, sec. 3; act Feb. 14, 1903, sec. 10; R. S. 4412, 4413.)

(3) All steam and motor vessels propelled by machinery of more than 10 gross tons and not over 25 gross tons must have one copy of the Pilot Rules posted somewhere on the vessel if practicable, but two copies of the placard form (Form 805) must be on board. (Act June 7, 1897, sec. 2; act Feb. 8, 1895, sec. 3; act Feb. 14, 1903, sec. 10; R. S. 4412, 4413.)

(4) On vessels propelled by machinery of less than 10 gross tons, two copies of the pamphlet form (Form 804 on seacoasts and Form 808 on Great Lakes) of the Pilot Rules must be on board and, where practicable, one copy thereof shall be conspicuously posted up in

The first of these is the fact that the United States is a young nation, and that its history is a history of growth and development. The second is the fact that the United States is a nation of immigrants, and that its history is a history of the struggle for a common identity. The third is the fact that the United States is a nation of free men, and that its history is a history of the struggle for freedom and justice.

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the vessel. (Act June 7, 1897, sec. 2; act Feb. 8, 1895, sec 3; act Feb. 14, 1903, sec. 10; R. S. 4412, 4413.)

(5) Report all cases of violation of instructions contained in paragraphs 1, 2, 3, and 4.

108. **Port.**—(1) The word "port" shall be construed to mean either the port where the vessel is registered or enrolled, or the place in the same district where the vessel was built or where one or more of the owners reside. (Act June 26, 1884, sec. 21.)

(2) *Home Port.*—The home port of a vessel shall be deemed to be that at or nearest to which the owner, if there be but one, or, if more than one, the husband or acting and managing owner of such vessel, usually resides. (R. S. 4141.)

(See also Name.)

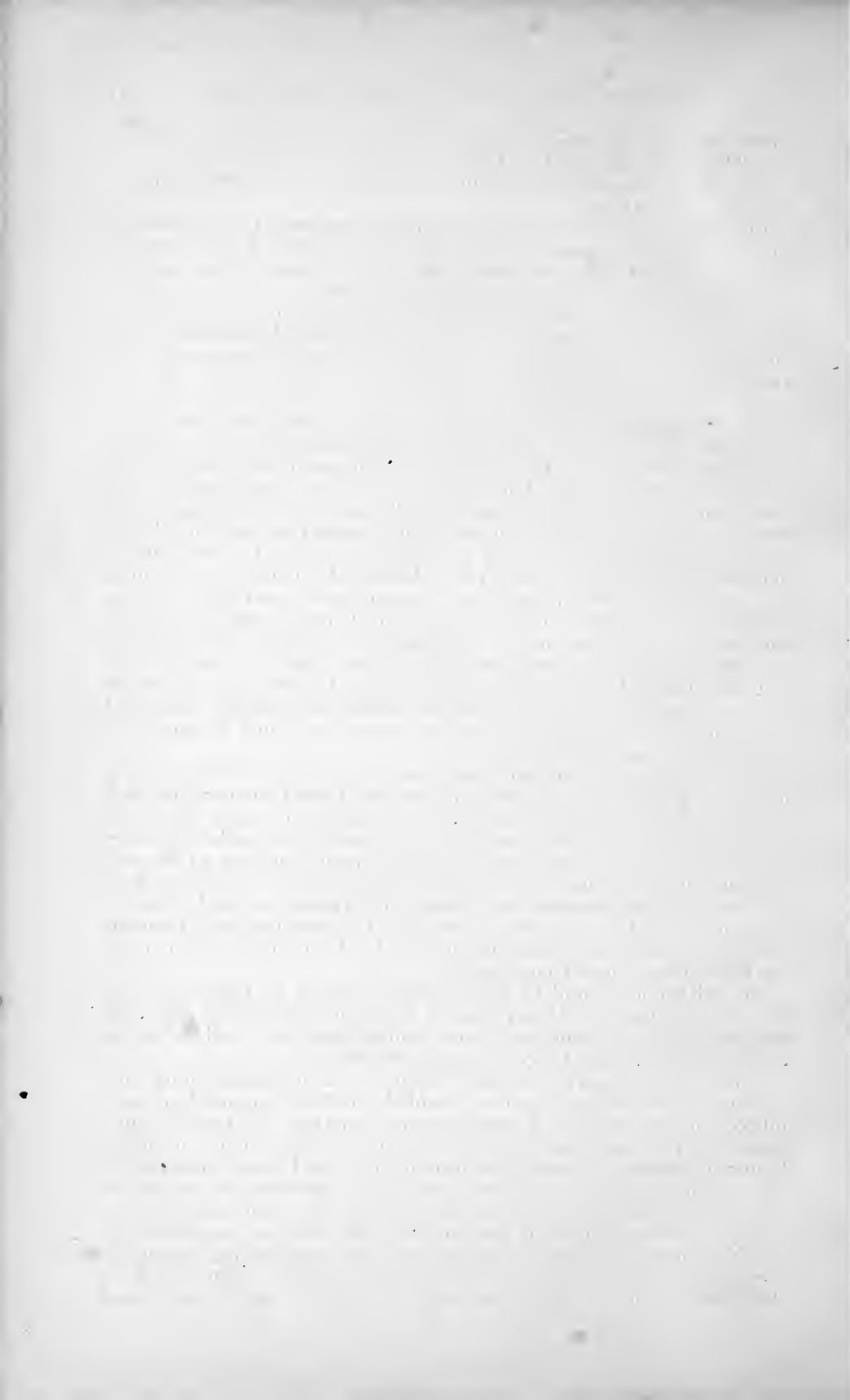
109. **Prohibition.**—(1) The Supreme Court of the United States, on April 30, 1923, decided that the national prohibition law extends to all merchant vessels, both foreign and domestic, when within the territorial waters of the United States (3 miles from land). The law applies to American naval vessels, but not to foreign naval vessels. It does not apply to merchant vessels that are forced into port by stress of weather or by inevitable necessity; the exception is dependent upon proof of distress. Diplomatic officers are exempt. No merchant vessel, domestic or foreign, may lawfully carry as cargo within the territorial waters of the United States any liquor for use for beverage purposes. Liquor for nonbeverage purposes may be carried in accordance with the provisions of section 93, Regulations 60, Internal Revenue, February 1, 1920. It is unlawful for any vessel, domestic or foreign, within the limiting waters of the United States to carry or possess as sea stores any liquor whatever for beverage purposes.

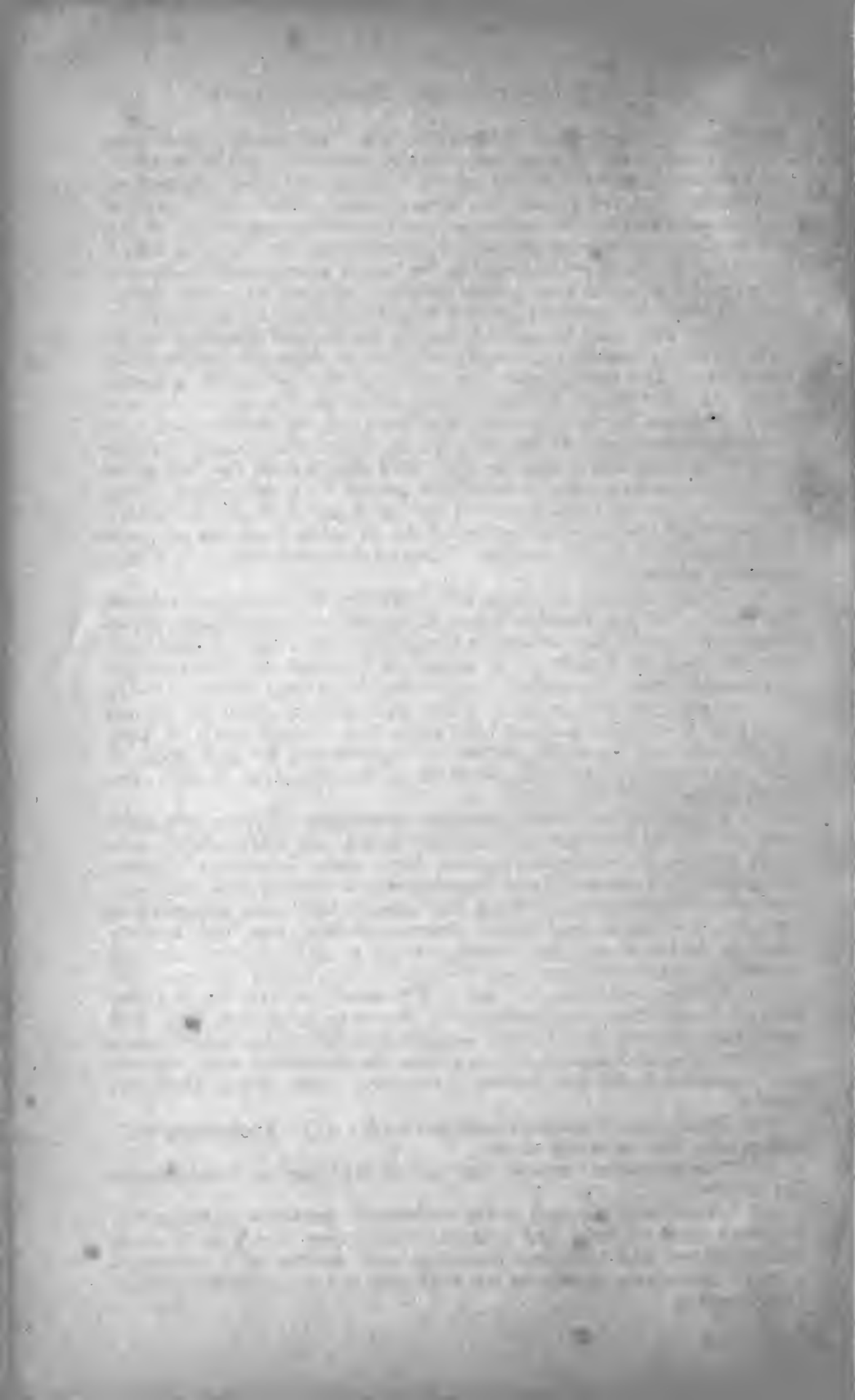
(2) All liquors found on board any vessel, either foreign or domestic, in port or in the territorial waters of the United States, and which shall be transported, sold, or possessed in violation of the national prohibition law, shall be seized under the prohibition law and a receipt given the master or other person in charge of the vessel, showing the name of vessel, name and address of master, date, number of cases, bottles, etc., with unit capacity of each kind of container, whether cargo or sea stores. The receipts shall be made out in triplicate, one for the master, one for the customs, and one for the Coast Guard unit concerned.

(3) All liquor found by Coast Guard officials on board any vessel, either foreign or American, in violation of customs laws and regulations as distinguished from prohibition law, shall be seized by the said officers and receipts given therefor.

(4) No wines, spirits, or other liquors or articles containing one-half of 1 per cent or more of alcohol shall be imported or permitted entry except on a permit issued therefor by the Commissioner of Internal Revenue, and any such wines, spirits, or other liquors or articles imported or brought into the United States without a permit shall be seized and forfeited in the same manner as for other violations of the customs laws. (Par. 813, tariff act, 1922.)

(5) When any officer of the law shall discover any person in the act of transporting, in violation of the law, intoxicating liquors in any wagon, buggy, automobile, water or air craft, or other vehicle, it shall be his duty to seize any and all intoxicating liquors found





therein being transported contrary to law. Whenever intoxicating liquors transported or possessed illegally shall be seized by an officer he shall take possession of the vehicle, boat, or any other conveyance, and shall arrest any person in charge thereof. Such officer shall at once proceed against the person arrested under the provisions of this law in any court having competent jurisdiction; but the said vehicle or conveyance shall be returned to the owner upon execution by him of a good and valid bond, with sufficient sureties, in a sum double the value of the property, which said bond shall be approved by said officer and shall be conditioned to return said property to the custody of said officer on the day of trial to abide the judgment of the court. The court, upon conviction of the person so arrested, shall order the liquor destroyed, and unless good cause to the contrary is shown by the owner shall order a sale by public auction of the property seized. If no one shall be found claiming the vehicle or other conveyance it shall be advertised once a week for two weeks in the newspapers and by handbills posted in three public places near the place of seizure, and if no claimant shall appear within 10 days after the last publication of the advertisement, the property shall be sold at public auction. (National prohibition act of Oct. 28, 1919, sec. 26.)

(6) If any person knowingly and willfully, with intent to defraud the revenue of the United States, smuggles or clandestinely introduces into the United States any merchandise which should have been invoiced, or makes out or passes, or attempts to pass, through the customhouse any false, forged, or fraudulent invoice, every such person, his, her, or their aiders and abettors, shall be deemed guilty of a misdemeanor, and on conviction thereof shall be fined in any sum not exceeding \$5,000, or imprisoned for any term of time not exceeding two years, or both, at the discretion of the court. (Sec. 593-a, tariff act, 1922.)

(7) If any person fraudulently or knowingly imports or brings into the United States, or assists in so doing, any merchandise, contrary to law, or receives, conceals, buys, sells, or in any manner facilitates the transportation, concealment, or sale of such merchandise after importation, knowing the same to have been imported or brought into the United States contrary to law, such merchandise shall be forfeited and the offenders shall be fined in any sum not exceeding \$5,000 nor less than \$50, or be imprisoned for any time not exceeding two years, or both. Whenever, on trial for a violation of this section, the defendant is shown to have or to have had possession of such goods, such possession shall be deemed evidence sufficient to authorize conviction, unless the defendant shall explain the possession to the satisfaction of the jury. (Sec. 593-b, tariff act, 1922.)

110. Prohibition—Decision of supreme court.—(1) "Transportation" means any real carrying about.

(2) "Importation" means any actual bringing in from outside the country.

(3) "Territory," as used in the eighteenth amendment, means the regional areas of land and adjacent water over which the United States claims and exercises dominion and control as a sovereign power. American vessels on the high seas are not territory within this meaning.



(4) Both American and foreign vessels within the territorial jurisdiction of the United States are subject to the eighteenth amendment to the Constitution of the United States and the national prohibition act.

111. Quarantine.—Any vessel or officer of any vessel or other person, other than a State or municipal health or quarantine officer, violating the quarantine laws, or trespassing or otherwise entering on quarantine anchorage grounds in disregard of the quarantine rules and regulations established in accordance with law, or without permission of the officer in charge, is guilty of a misdemeanor and subject to arrest and punishment. Penalty, fine of not more than \$300, or imprisonment for one year, or both.

Any master or owner of any vessel or any other person violating any of the quarantine laws, or any rule or regulation established in accordance therewith relating to the prevention of the introduction of contagious or infectious diseases, or making any false statements relative to the sanitary condition of the vessel or its contents, or as to the health of any passenger or person on board, shall be deemed guilty of a misdemeanor and subject to arrest. Penalty, fine of not more than \$500, or imprisonment for one year, or both. (Act Feb. 15, 1893.)

112. Radio.—It is unlawful for any steamer of the United States or of any foreign country navigating the ocean or the Great Lakes and licensed to carry, or carrying, 50 or more persons, including passengers or crew or both, to leave or attempt to leave any port of the United States for a port 200 or more miles distant, unless such steamer shall be equipped with an efficient apparatus for radio communication, in good working order, capable of transmitting and receiving messages over a distance of at least 100 miles, day or night.

The radio equipment must be in charge of two or more skilled radio operators, one or the other of whom shall be on duty at all times while the vessel is being navigated, except that on cargo steamers, in lieu of the second operator, there may be substituted a member of the crew or other person who shall be duly certified and entered on the ship's log as competent to receive and understand distress calls, and to aid in maintaining a constant wireless watch.

The master is liable to a penalty of \$100 for willful failure to enforce any law or regulation as to equipment, operators, and watches, and any master or other person in charge of any such vessel who leaves or attempts to leave any port of the United States without complying with the provisions of this act shall be liable to a fine of not more than \$5,000. (Act June 24, 1910; act, July 23, 1912.)

113. Regattas and marine parades.—The Secretary of Commerce is authorized to establish rules and regulations not contrary to law to promote the safety of life on navigable waters during regattas or marine parades, and for any violation of any rule or regulation issued for such purpose the following penalties are prescribed:

(a) A licensed officer shall be liable to suspension or revocation of license.

(b) Any person in charge of the navigation of the vessel other than a licensed officer shall be liable to a penalty of \$500.

(c) The owner of a vessel (including any corporate officer of a corporation owning the vessel) actually on board shall be liable to a



penalty of \$500, unless the violation shall have occurred without his knowledge.

(d) Any other person shall be liable to a penalty of \$250. (Act Apr. 28, 1908.)

114. **Register.**—(1) Every vessel of 5 net tons or over, except yachts used exclusively for pleasure, which is engaged in trade and not laid up must be documented.

(2) A certificate of registry shall be solely used for the vessel for which it is granted, and shall not be lent, sold, or otherwise disposed of, to any person whomsoever. Penalty, \$500. (R. S. 4146; act Jan. 16, 1895, sec. 2.)

(3) Every vessel engaged in the foreign trade, except trade with contiguous foreign territory, must be registered.

(4) In the event a vessel is lost, broken up, seized by an enemy, or otherwise prevented from returning to the port where she belongs, the register must be delivered to the collector of customs of the port at which the master of such vessel arrives within eight days after his arrival in the United States; or, if sold in whole or in part to any foreigner while the vessel is within the United States, within seven days after such sale to be delivered up to the collector of the district; or, if sold in a foreign country, within eight days after the arrival of the master within any district of the United States, to the collector of such district. Penalty for failure to deliver the register, \$500. (R. S. 4146.)

(5) Failure to renew the register of a vessel owned by a corporation upon the death, removal from office, or resignation of the president or secretary of such corporation (the register may be issued in the name of either of these officers). (R. S. 4137, 4138.)

(6) Failure to renew register in case of sale, change of rig, or change of build of vessel. (R. S. 4166–4170.)

(7) Failure to make known sale of registered vessel to an alien. Vessel is subject to seizure, and forfeiture of such part as may be owned by a foreigner. (R. S. 4172.)

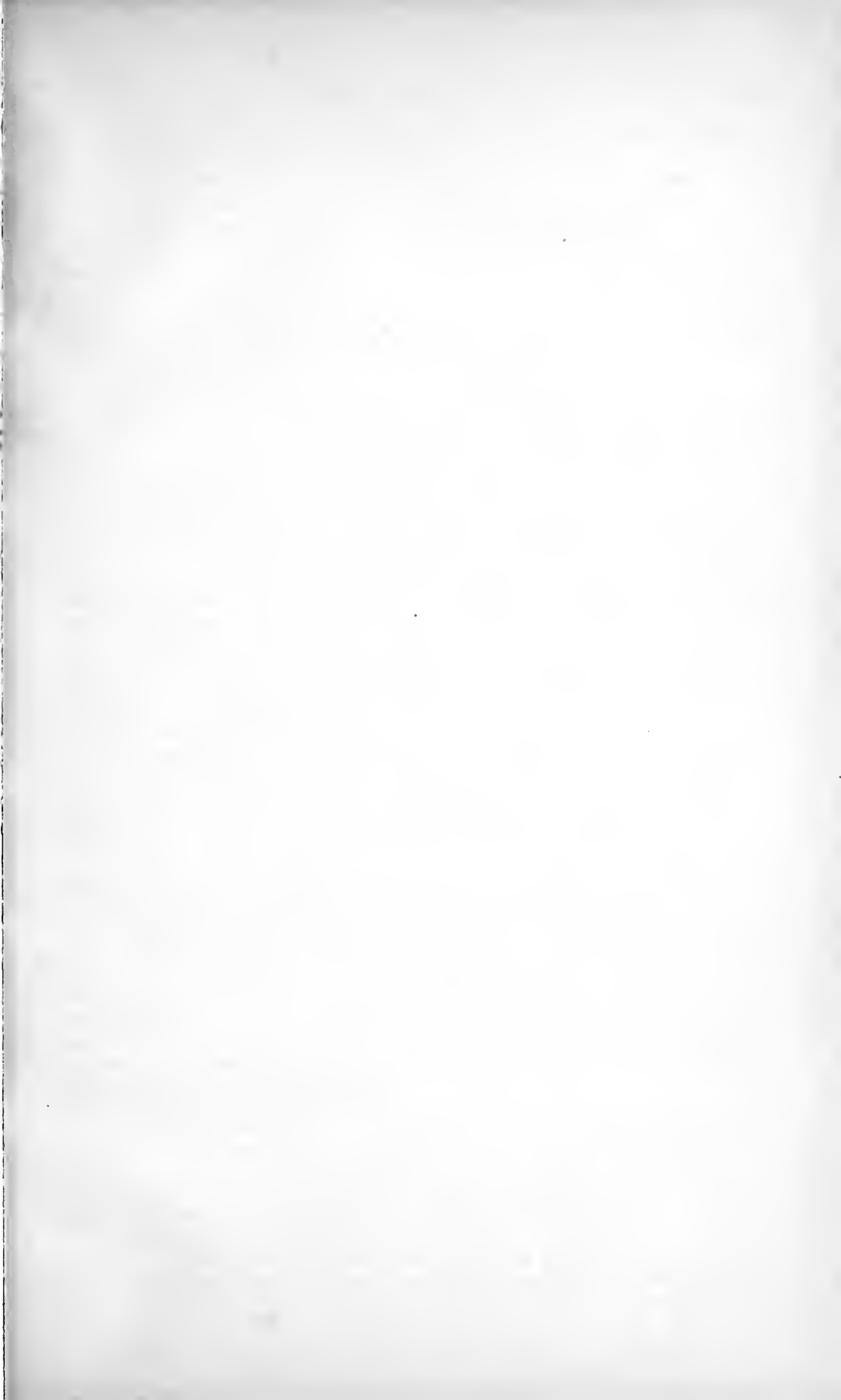
(8) Whenever a register is lost, destroyed, or unintentionally mislaid, the master shall make oath before the collector of the district where the vessel may first be thereafter to that effect before a new register may be granted. If a new register is granted by any other district than that in which the vessel belongs, it shall be delivered to the collector of the district comprehending the port to which the vessel belongs within 10 days after the vessel's first arrival therein, when a new register will be issued in place of the temporary one surrendered. Penalty for failure to deliver up the register in the time mentioned, fine of \$100 on the master. (R. S. 4167, 4168.) The instructions also apply to the loss of an enrollment and license. (R. S. 4326.)

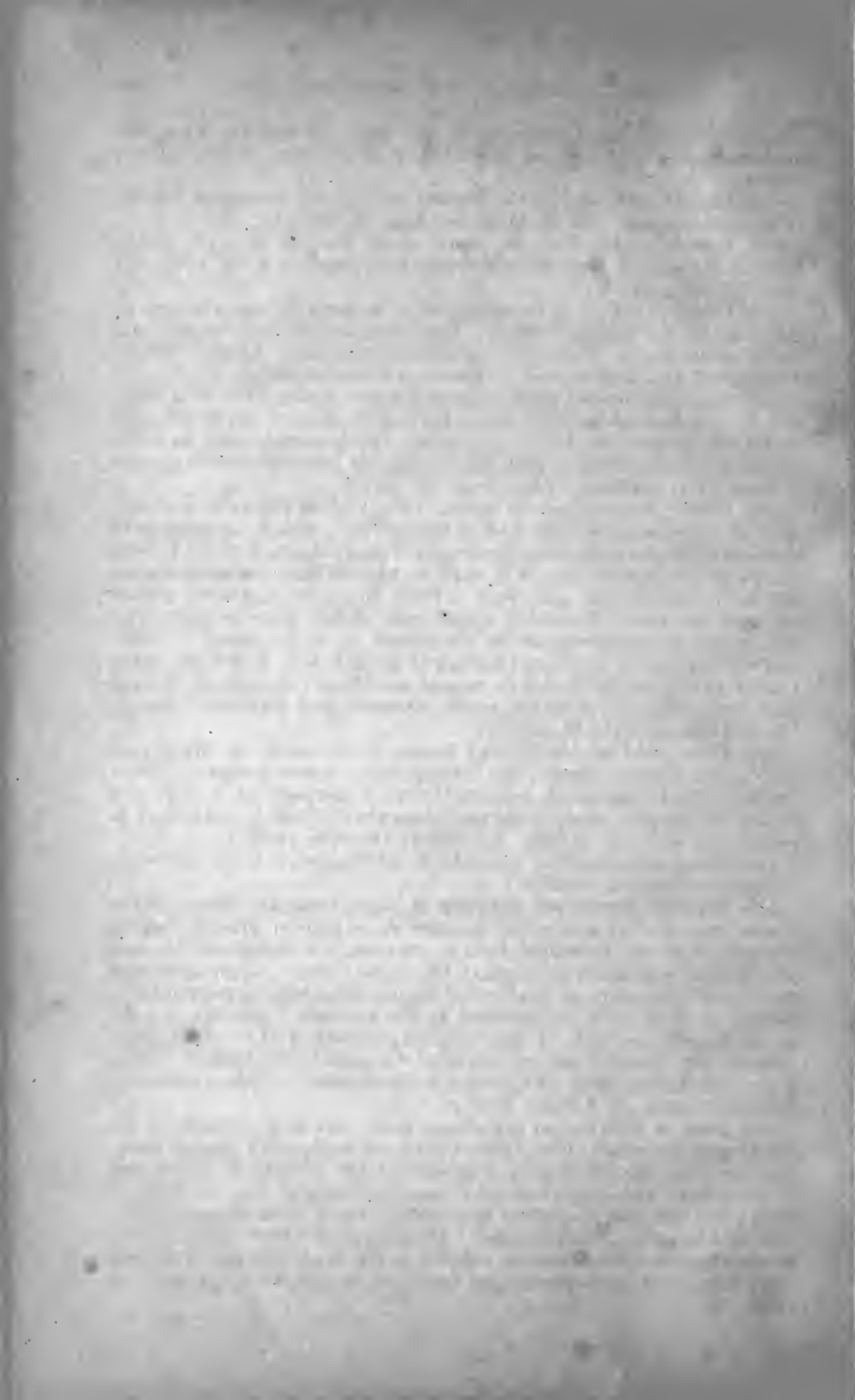
(9) Failure to deliver the old register when a new one is issued for a vessel, unless the old one has been lost. Penalty, \$500. (R. S. 4169.)

(10) Failure to renew register upon change of owner. Penalty, \$500. (R. S. 4164, 4169.)

(See also Vessels; Steam vessels.)

115. **Registered vessels.**—The following classes of vessels, and no others, may be registered, provided they are wholly owned by citizens of the United States or corporations organized and chartered under





the laws of the United States or of any State thereof, the president and managing directors of which shall be citizens of the United States:

(a) Vessels built within the United States and belonging wholly to citizens thereof. (R. S. 4132; act Aug. 24, 1912, sec. 5.)

(b) Vessels which may be captured in war by citizens of the United States and lawfully condemned as prize. (R. S. 4132; act Aug. 24, 1912, sec. 5.)

(c) Vessels which may be adjudged to be forfeited for a breach of the laws of the United States. This does not include vessels sold under a decree in admiralty for debt or seaman's wages. (R. S. 4132; act Aug. 24, 1912, sec. 5; Treasury Decision 4886.)

(d) Seagoing vessels, whether steam or sail, which have been certified by the Steamboat Inspection Service as safe to carry dry and perishable cargo, wherever built, which are to engage only in trade with foreign countries or with the Philippine Islands and the islands of Guam and Tutuila. (Act Aug. 18, 1914.)

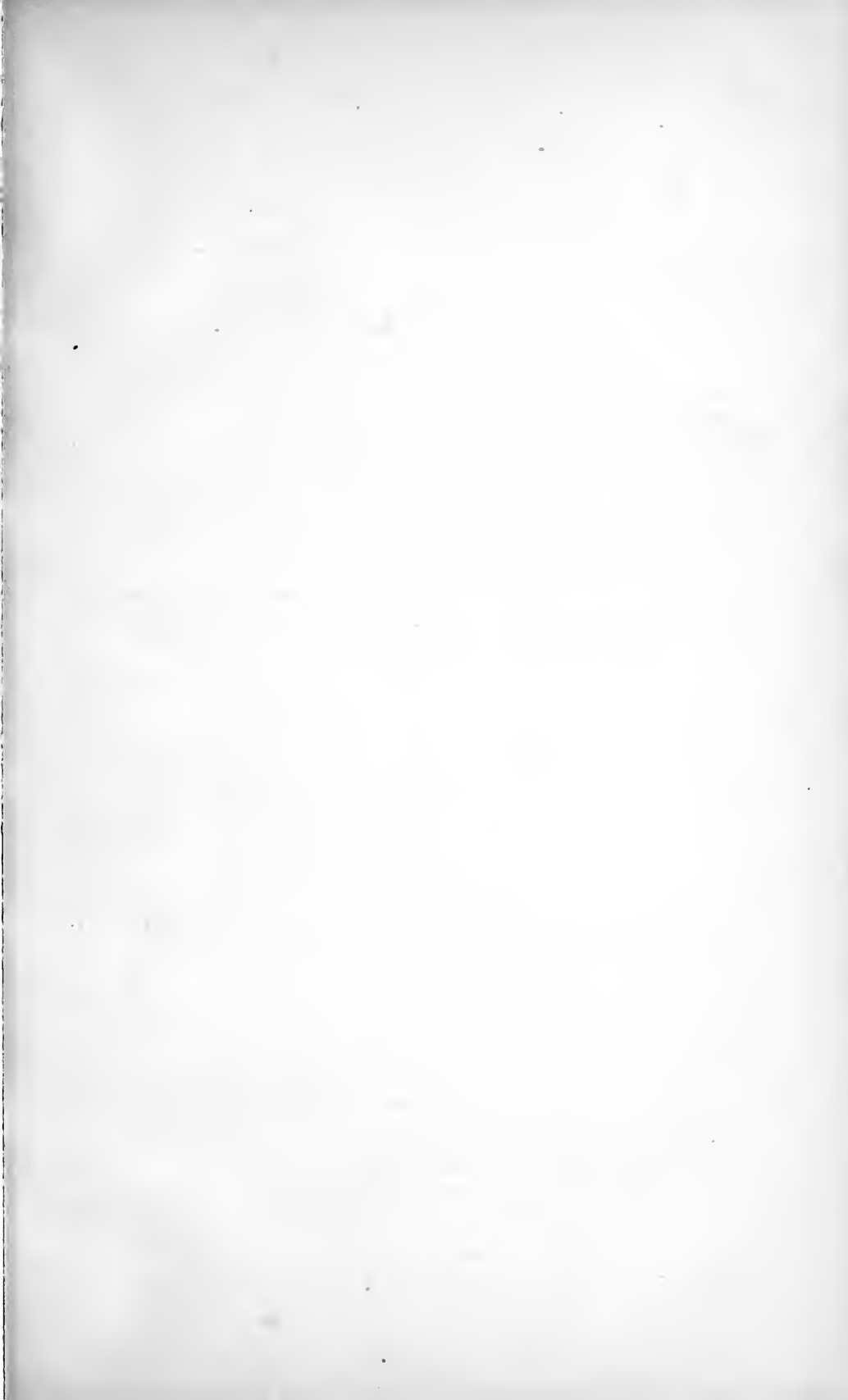
(e) Vessels wrecked on the coast of the United States or her possessions or adjacent waters, and purchased by a citizen or citizens of the United States and thereupon repaired in a shipyard in the United States or her possessions, if it shall be proved that the said repairs put upon such vessels are equal to three times the appraised salvaged value of the vessel: *Provided*, That if any of the material matters of fact sworn to or represented by the owner, or at his instance, to obtain the register of any vessel are not true, there be a forfeiture to the United States of the vessel in respect to which the oath shall have been made, together with the tackle, apparel, and furniture thereof. (R. S. 4136, act Feb. 24, 1915.)

(f) Those sold by the United States Government to citizens, if built in the United States, and foreign-built vessels bought or chartered by the Government, are entitled to documents when sold to a citizen on compliance with the requirements for vessels mentioned in paragraph *d* of this article. (Treasury Decision 19859.)

(g) Those authorized by special act of Congress to be documented. (Treasury Decision 19859.)

116. Registry, provisional certificate of.—(1) Consular officers of the United States, and such other persons as may from time to time be designated by the President for the purpose, are authorized to issue provisional certificates of registry to vessels abroad which have been purchased by citizens of the United States, including corporations, as defined in R. S. 4132, as amended by the Panama Canal act and the act of August 18, 1914. (The collector of customs of the Philippine Islands, the captains of the ports of Cristobal and Balboa, Canal Zone, and the governor of Guam, are designated for this purpose by Executive order of April 7, 1915.)

(2) Such a provisional certificate shall entitle the vessel to the privileges of a vessel of the United States in trade with foreign countries or with the Philippine Islands and the islands of Guam and Tutuila until the expiration of 6 months from its date or until 10 days after the vessel's arrival at a port of the United States, whichever first happens, and no longer. On arrival at a port of the United States the vessel shall become subject to the laws relating to officers, inspection, and measurement, as amended by the act of August 18, 1914.





(3) The form of such provisional certificate shall include the name of the ship and the master, time and place of purchase, and names of the purchasers, and the best particulars respecting her tonnage, build, description, and inspection or survey which the consular officer is able to obtain.

117. **Resisting revenue officers.** (*See Assault; Officers; Obstruction: Searches and seizures.*)

118. **Ring life buoys.**—The minimum number of life buoys with which vessels are to be provided is fixed as follows:

Vessels under 100 feet in length, minimum number of buoys, 2; vessels 100 feet and less than 200 feet in length, minimum number of buoys, 4, of which 2 shall be luminous; vessels 200 feet and less than 300 feet in length, minimum number of buoys, 6, of which 2 shall be luminous; vessels 300 feet and less than 400 feet in length, minimum number of buoys, 12, of which 4 shall be luminous; vessels 400 feet and less than 600 feet in length, minimum number of buoys, 18, of which 9 shall be luminous; vessels 600 feet and less than 800 feet in length, minimum number of buoys, 24, of which 12 shall be luminous; vessels 800 feet and over in length, minimum number of buoys, 30, of which 15 shall be luminous. (Sec. 56, p. 98; sec. 47, p. 133, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

119. **Rules of the road** (*International rules and rules for inland waters*).—(1) In the following rules every steam vessel which is under sail and not under steam is to be considered a sailing vessel, and every vessel under steam, whether under sail or not, is to be considered a steam vessel.

(2) The word "steam-vessel" shall include any vessel propelled by machinery.

(3) A vessel is "under way" when she is not at anchor, or made fast to the shore, or aground.

(4) These rules require the following:

- a. Proper running lights at night.
- b. Proper anchorage lights at night.
- c. Proper sounding of fog signals.
- d. Proper sounding of passing signals.
- e. Proper navigation of vessel.
- f. Equipment: A steamer shall have an efficient whistle or siren, foghorn, and bell. A sailing vessel is required to have a foghorn and bell.

(5) **Lights.**—a. The word "visible" when applied to lights shall mean visible on a dark night with a clear atmosphere.

b. The rules concerning lights shall be complied with in all weathers from sunset to sunrise, and during such time no other lights which may be mistaken for the prescribed lights shall be exhibited. (Art. 1, act Aug. 19, 1890; art. 1, act June 7, 1897.)

(6) **Steam vessels.**—a. **Masthead light.**—A steam vessel when under way shall carry on or in front of the foremast, or if a vessel without a foremast, then in the fore part of the vessel, at a height above the hull of not less than 20 feet, and if the breadth of the vessel exceeds 20 feet, then at a height above the hull not less than such breadth, so, however, that the light need not be carried at a greater height above the hull than 40 feet, a bright white light, so constructed as to show an unbroken light over an arc of the horizon of 20 points of the compass, so fixed as to throw the light 10 points

on each side of the vessel, namely, from right ahead to 2 points abaft the beam on either side, and of such a character as to be visible at a distance of at least 5 miles. (Art. 2, act Aug. 19, 1890; art. 2, act June 7, 1897.)

b. Side lights.—A steam vessel when under way shall carry—

1. On the starboard side a green light so constructed as to show an unbroken light over an arc of the horizon of 10 points of the compass, so fixed as to throw the light from right ahead to 2 points abaft the beam on the starboard side, and of such a character as to be visible at a distance of at least 2 miles.

2. On the port side a red light so constructed as to show an unbroken light over an arc of the horizon of 10 points of the compass, so fixed as to throw the light from right ahead to 2 points abaft the beam on the port side, and of such a character as to be visible at a distance of at least 2 miles.

3. The said green and red sidelights shall be fitted with inboard screens projecting at least 3 feet forward from the light, so as to prevent these lights from being seen across the bow.

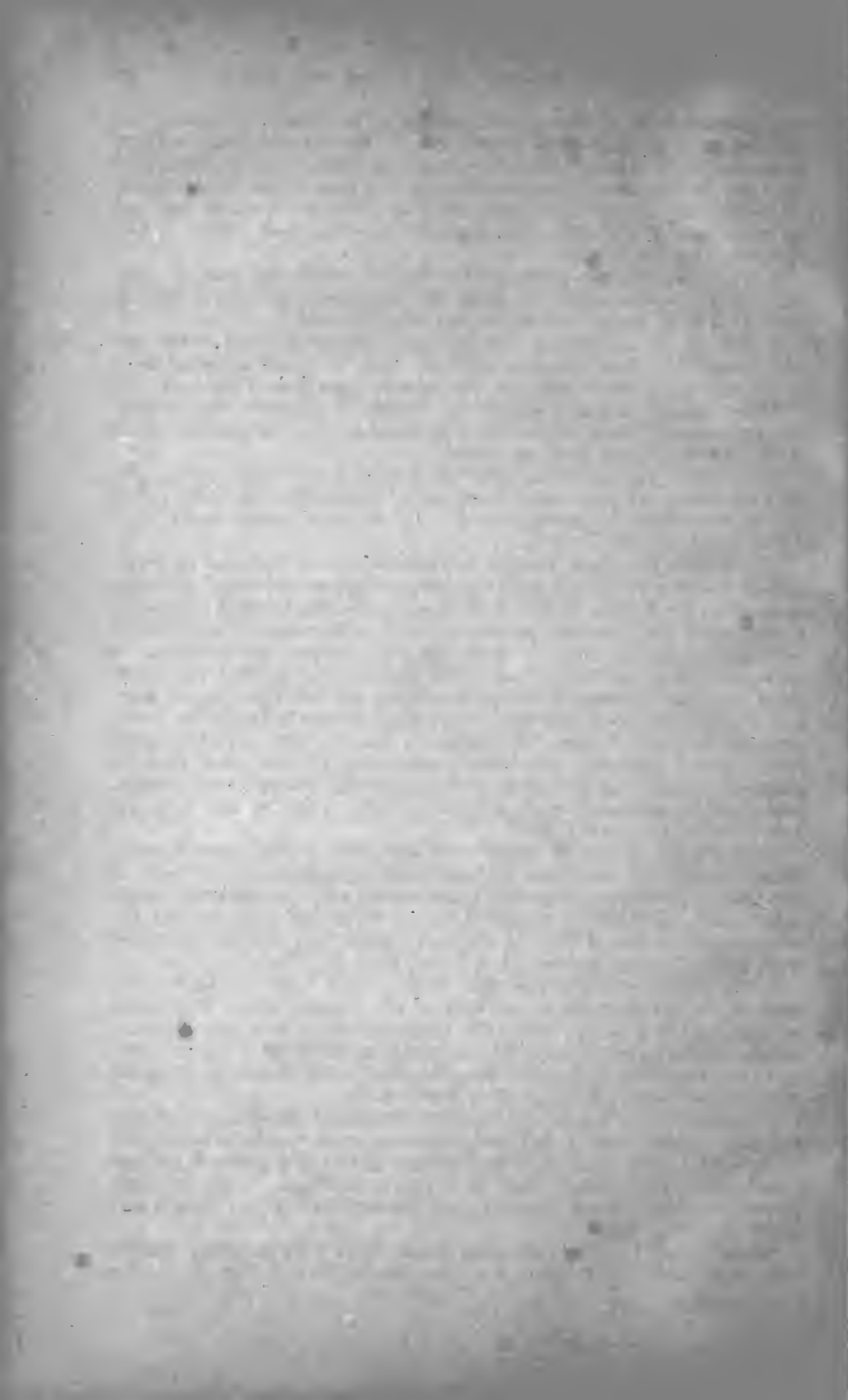
c. Range lights.—A steam vessel when under way may carry an additional white light similar in construction to the forward masthead white light. These two lights shall be so placed in line with the keel that one shall be at least 15 feet higher than the other, and in such a position with reference to each other that the lower light shall be forward of the upper one. The vertical distance between these lights shall be less than the horizontal distance. (Art. 2, act Aug. 19, 1890; art. 2, act June 7, 1897.)

d. Steam vessels when towing.—A steam vessel when towing another vessel shall, in addition to her sidelights, carry two bright white lights in a vertical line one over the other, not less than 6 feet apart, and when towing more than one vessel shall carry an additional bright white light 6 feet above or below such light, if the length of the tow measuring from the stern of the towing vessel to the stern of the last vessel towed exceeds 600 feet. Each of these lights shall be of the same construction and character, and shall be carried in the same position as the forward masthead white light, excepting the additional light, which may be carried at a height of not less than 14 feet above the hull. Such steam vessel may carry a small white light abaft the funnel or aftermast for the vessel towed to steer by, but such light shall not be visible forward of the beam. (Art. 3, act Aug. 19, 1890; art. 3, act June 7, 1897.)

(7) *Special lights.*—*a.* A vessel which from any accident is not under command shall carry at the same height as the forward masthead white light, where they can best be seen, and if a steam vessel in lieu of that light, two red lights, in a vertical line one over the other, not less than 6 feet apart, and of such a character as to be visible all around the horizon at a distance of at least 2 miles; and shall by day carry in a vertical line one over the other, not less than 6 feet apart, where they can best be seen, two black balls or shapes, each 2 feet in diameter. (Art. 4-a, act Aug. 19, 1890.)

b. A vessel employed in laying or in picking up a telegraph cable shall carry in the same position as the forward masthead white light, and if a steam vessel, in lieu of that light, three lights in a vertical line one over the other not less than 6 feet apart. The highest and lowest of these lights shall be red, and the middle light shall be white,





and they shall be of such a character as to be visible all around the horizon, at a distance of at least 2 miles. By day she shall carry in a vertical line, one over the other, not less than 6 feet apart, where they can best be seen, three shapes not less than 2 feet in diameter, of which the highest and lowest shall be globular in shape and red in color, and the middle one diamond in shape and white. (Art. 4-*b*, act Aug. 19, 1890.)

c. The vessel referred to in this article, when not making way through the water, shall not carry the sidelights, but when making way shall carry them. (Art. 4-*c*, act Aug. 19, 1890.)

d. The lights and shapes required to be shown by this article are to be taken by other vessels as signals that the vessel showing them is not under command and can not therefore get out of the way.

These signals are not signals of vessels in distress and requiring assistance. Such signals are contained in the Navigation Laws, 1919. (Art. 4-*d*, act Aug. 19, 1890.)

(8) *Lights for sailing vessels and vessels in tow.*—A sailing vessel under way and any vessel being towed shall carry the same lights as are prescribed by paragraph 6-*b* for a steam vessel under way. (Art. 5, act Aug. 19, 1890.)

(9) *Lights for small vessels.*—Whenever, as in the case of small vessels under way during bad weather, the green and red side lights can not be fixed, these lights shall be kept at hand, lighted and ready for use; and shall, on the approach of or to other vessels, be exhibited on their respective sides in sufficient time to prevent collision, in such manner as to make them most visible, and so that the green light shall not be seen on the port side nor the red light on the star-board side, nor, if practicable, more than 2 points abaft the beam on their respective sides. To make the use of these portable lights more certain and easy, the lanterns containing them shall each be painted outside with the color of the light they respectively contain, and shall be provided with proper screens. (Art. 6, act Aug. 19, 1890; Art. 6, act June 7, 1897.)

(10) *Lights for small steam and sail vessels and open boats.*—Steam vessels of less than 40, and vessels under oars or sails of less than 20 tons gross tonnage, respectively, and rowing boats, when under way, shall not be required to carry the lights prescribed for other steamers, but if they do not carry them they shall be provided with the following lights: (Art. 7, act May 28, 1894.)

First. *Steam vessels of less than 40 tons shall carry*—*a.* In the fore part of the vessel or on or in front of the funnel, where it can best be seen, and at a height above the gunwale of not less than 9 feet, a bright white light constructed and fixed as prescribed for the forward masthead white light of large steamers, and of such a character as to be visible at a distance of at least 2 miles.

b. Green and red side lights constructed and fixed as prescribed for large vessels, and of such a character as to be visible at a distance of at least 1 mile, or a combined lantern showing a green light and a red light from right ahead to 2 points abaft the beam on their respective sides. Such lanterns shall be carried not less than 3 feet below the white light.

Second. *Small steamboats*, such as are carried by seagoing vessels, may carry the white light at a less height than 9 feet above the

and the light shall be shown at least 2 miles. If the light is shown at a distance of less than 2 miles, the light shall be shown at least 1 mile. If the light is shown at a distance of less than 1 mile, the light shall be shown at least 1/2 mile. If the light is shown at a distance of less than 1/2 mile, the light shall be shown at least 1/4 mile. If the light is shown at a distance of less than 1/4 mile, the light shall be shown at least 1/8 mile. If the light is shown at a distance of less than 1/8 mile, the light shall be shown at least 1/16 mile. If the light is shown at a distance of less than 1/16 mile, the light shall be shown at least 1/32 mile. If the light is shown at a distance of less than 1/32 mile, the light shall be shown at least 1/64 mile. If the light is shown at a distance of less than 1/64 mile, the light shall be shown at least 1/128 mile. If the light is shown at a distance of less than 1/128 mile, the light shall be shown at least 1/256 mile. If the light is shown at a distance of less than 1/256 mile, the light shall be shown at least 1/512 mile. If the light is shown at a distance of less than 1/512 mile, the light shall be shown at least 1/1024 mile. If the light is shown at a distance of less than 1/1024 mile, the light shall be shown at least 1/2048 mile. If the light is shown at a distance of less than 1/2048 mile, the light shall be shown at least 1/4096 mile. If the light is shown at a distance of less than 1/4096 mile, the light shall be shown at least 1/8192 mile. If the light is shown at a distance of less than 1/8192 mile, the light shall be shown at least 1/16384 mile. If the light is shown at a distance of less than 1/16384 mile, the light shall be shown at least 1/32768 mile. If the light is shown at a distance of less than 1/32768 mile, the light shall be shown at least 1/65536 mile. If the light is shown at a distance of less than 1/65536 mile, the light shall be shown at least 1/131072 mile. If the light is shown at a distance of less than 1/131072 mile, the light shall be shown at least 1/262144 mile. If the light is shown at a distance of less than 1/262144 mile, the light shall be shown at least 1/524288 mile. If the light is shown at a distance of less than 1/524288 mile, the light shall be shown at least 1/1048576 mile. If the light is shown at a distance of less than 1/1048576 mile, the light shall be shown at least 1/2097152 mile. If the light is shown at a distance of less than 1/2097152 mile, the light shall be shown at least 1/4194304 mile. If the light is shown at a distance of less than 1/4194304 mile, the light shall be shown at least 1/8388608 mile. If the light is shown at a distance of less than 1/8388608 mile, the light shall be shown at least 1/16777216 mile. If the light is shown at a distance of less than 1/16777216 mile, the light shall be shown at least 1/33554432 mile. If the light is shown at a distance of less than 1/33554432 mile, the light shall be shown at least 1/67108864 mile. If the light is shown at a distance of less than 1/67108864 mile, the light shall be shown at least 1/134217728 mile. If the light is shown at a distance of less than 1/134217728 mile, the light shall be shown at least 1/268435456 mile. If the light is shown at a distance of less than 1/268435456 mile, the light shall be shown at least 1/536870912 mile. If the light is shown at a distance of less than 1/536870912 mile, the light shall be shown at least 1/1073741824 mile. If the light is shown at a distance of less than 1/1073741824 mile, the light shall be shown at least 1/2147483648 mile. If the light is shown at a distance of less than 1/2147483648 mile, the light shall be shown at least 1/4294967296 mile. If the light is shown at a distance of less than 1/4294967296 mile, the light shall be shown at least 1/8589934592 mile. If the light is shown at a distance of less than 1/8589934592 mile, the light shall be shown at least 1/17179869184 mile. If the light is shown at a distance of less than 1/17179869184 mile, the light shall be shown at least 1/34359738368 mile. If the light is shown at a distance of less than 1/34359738368 mile, the light shall be shown at least 1/68719476736 mile. If the light is shown at a distance of less than 1/68719476736 mile, the light shall be shown at least 1/137438953472 mile. If the light is shown at a distance of less than 1/137438953472 mile, the light shall be shown at least 1/274877906944 mile. If the light is shown at a distance of less than 1/274877906944 mile, the light shall be shown at least 1/549755813888 mile. If the light is shown at a distance of less than 1/549755813888 mile, the light shall be shown at least 1/1099511627776 mile. If the light is shown at a distance of less than 1/1099511627776 mile, the light shall be shown at least 1/2199023255552 mile. If the light is shown at a distance of less than 1/2199023255552 mile, the light shall be shown at least 1/4398046511104 mile. If the light is shown at a distance of less than 1/4398046511104 mile, the light shall be shown at least 1/8796093022208 mile. If the light is shown at a distance of less than 1/8796093022208 mile, the light shall be shown at least 1/17592186044416 mile. If the light is shown at a distance of less than 1/17592186044416 mile, the light shall be shown at least 1/35184372088832 mile. If the light is shown at a distance of less than 1/35184372088832 mile, the light shall be shown at least 1/70368744177664 mile. If the light is shown at a distance of less than 1/70368744177664 mile, the light shall be shown at least 1/140737488355328 mile. If the light is shown at a distance of less than 1/140737488355328 mile, the light shall be shown at least 1/281474976710656 mile. If the light is shown at a distance of less than 1/281474976710656 mile, the light shall be shown at least 1/562949953421312 mile. If the light is shown at a distance of less than 1/562949953421312 mile, the light shall be shown at least 1/1125899906842624 mile. If the light is shown at a distance of less than 1/1125899906842624 mile, the light shall be shown at least 1/2251799813685248 mile. If the light is shown at a distance of less than 1/2251799813685248 mile, the light shall be shown at least 1/4503599627370496 mile. If the light is shown at a distance of less than 1/4503599627370496 mile, the light shall be shown at least 1/9007199254740992 mile. If the light is shown at a distance of less than 1/9007199254740992 mile, the light shall be shown at least 1/18014398509481984 mile. If the light is shown at a distance of less than 1/18014398509481984 mile, the light shall be shown at least 1/36028797018963968 mile. If the light is shown at a distance of less than 1/36028797018963968 mile, the light shall be shown at least 1/72057594037927936 mile. If the light is shown at a distance of less than 1/72057594037927936 mile, the light shall be shown at least 1/144115188075855872 mile. If the light is shown at a distance of less than 1/144115188075855872 mile, the light shall be shown at least 1/288230376151711744 mile. If the light is shown at a distance of less than 1/288230376151711744 mile, the light shall be shown at least 1/576460752303423488 mile. If the light is shown at a distance of less than 1/576460752303423488 mile, the light shall be shown at least 1/1152921504606846976 mile. If the light is shown at a distance of less than 1/1152921504606846976 mile, the light shall be shown at least 1/2305843009213693952 mile. If the light is shown at a distance of less than 1/2305843009213693952 mile, the light shall be shown at least 1/4611686018427387904 mile. If the light is shown at a distance of less than 1/4611686018427387904 mile, the light shall be shown at least 1/9223372036854775808 mile. If the light is shown at a distance of less than 1/9223372036854775808 mile, the light shall be shown at least 1/18446744073709551616 mile. If the light is shown at a distance of less than 1/18446744073709551616 mile, the light shall be shown at least 1/36893488147419103232 mile. If the light is shown at a distance of less than 1/36893488147419103232 mile, the light shall be shown at least 1/73786976294838206464 mile. If the light is shown at a distance of less than 1/73786976294838206464 mile, the light shall be shown at least 1/147573952589676412928 mile. If the light is shown at a distance of less than 1/147573952589676412928 mile, the light shall be shown at least 1/295147905179352825856 mile. If the light is shown at a distance of less than 1/295147905179352825856 mile, the light shall be shown at least 1/590295810358705651712 mile. If the light is shown at a distance of less than 1/590295810358705651712 mile, the light shall be shown at least 1/1180591620717411303424 mile. If the light is shown at a distance of less than 1/1180591620717411303424 mile, the light shall be shown at least 1/2361183241434822606848 mile. If the light is shown at a distance of less than 1/2361183241434822606848 mile, the light shall be shown at least 1/4722366482869645213696 mile. If the light is shown at a distance of less than 1/4722366482869645213696 mile, the light shall be shown at least 1/9444732965739290427392 mile. If the light is shown at a distance of less than 1/9444732965739290427392 mile, the light shall be shown at least 1/18889465931478580854784 mile. If the light is shown at a distance of less than 1/18889465931478580854784 mile, the light shall be shown at least 1/37778931862957161709568 mile. If the light is shown at a distance of less than 1/37778931862957161709568 mile, the light shall be shown at least 1/75557863725914323419136 mile. If the light is shown at a distance of less than 1/75557863725914323419136 mile, the light shall be shown at least 1/151115727451828646838272 mile. If the light is shown at a distance of less than 1/151115727451828646838272 mile, the light shall be shown at least 1/302231454903657293676544 mile. If the light is shown at a distance of less than 1/302231454903657293676544 mile, the light shall be shown at least 1/604462909807314587353088 mile. If the light is shown at a distance of less than 1/604462909807314587353088 mile, the light shall be shown at least 1/1208925819614629174706176 mile. If the light is shown at a distance of less than 1/1208925819614629174706176 mile, the light shall be shown at least 1/2417851639229258349412352 mile. If the light is shown at a distance of less than 1/2417851639229258349412352 mile, the light shall be shown at least 1/4835703278458516698824704 mile. If the light is shown at a distance of less than 1/4835703278458516698824704 mile, the light shall be shown at least 1/9671406556917033397649408 mile. If the light is shown at a distance of less than 1/9671406556917033397649408 mile, the light shall be shown at least 1/19342813113834066795298816 mile. If the light is shown at a distance of less than 1/19342813113834066795298816 mile, the light shall be shown at least 1/38685626227668133590597632 mile. If the light is shown at a distance of less than 1/38685626227668133590597632 mile, the light shall be shown at least 1/77371252455336267181195264 mile. If the light is shown at a distance of less than 1/77371252455336267181195264 mile, the light shall be shown at least 1/154742504910672534362390528 mile. If the light is shown at a distance of less than 1/154742504910672534362390528 mile, the light shall be shown at least 1/309485009821345068724781056 mile. If the light is shown at a distance of less than 1/309485009821345068724781056 mile, the light shall be shown at least 1/618970019642690137449562112 mile. If the light is shown at a distance of less than 1/618970019642690137449562112 mile, the light shall be shown at least 1/1237940039285380274899124224 mile. If the light is shown at a distance of less than 1/1237940039285380274899124224 mile, the light shall be shown at least 1/2475880078570760549798248448 mile. If the light is shown at a distance of less than 1/2475880078570760549798248448 mile, the light shall be shown at least 1/4951760157141521099596496896 mile. If the light is shown at a distance of less than 1/4951760157141521099596496896 mile, the light shall be shown at least 1/9903520314283042199192993792 mile. If the light is shown at a distance of less than 1/9903520314283042199192993792 mile, the light shall be shown at least 1/19807040628566084398385987584 mile. If the light is shown at a distance of less than 1/19807040628566084398385987584 mile, the light shall be shown at least 1/39614081257132168796771975168 mile. If the light is shown at a distance of less than 1/39614081257132168796771975168 mile, the light shall be shown at least 1/79228162514264337593543950336 mile. If the light is shown at a distance of less than 1/79228162514264337593543950336 mile, the light shall be shown at least 1/158456325028528675187087900672 mile. If the light is shown at a distance of less than 1/158456325028528675187087900672 mile, the light shall be shown at least 1/316912650057057350374175801344 mile. If the light is shown at a distance of less than 1/316912650057057350374175801344 mile, the light shall be shown at least 1/633825300114114700748351602688 mile. If the light is shown at a distance of less than 1/633825300114114700748351602688 mile, the light shall be shown at least 1/1267650600228229401496703205376 mile. If the light is shown at a distance of less than 1/1267650600228229401496703205376 mile, the light shall be shown at least 1/2535301200456458802993406410752 mile. If the light is shown at a distance of less than 1/2535301200456458802993406410752 mile, the light shall be shown at least 1/5070602400912917605986812821504 mile. If the light is shown at a distance of less than 1/5070602400912917605986812821504 mile, the light shall be shown at least 1/10141204801825835211973625643008 mile. If the light is shown at a distance of less than 1/10141204801825835211973625643008 mile, the light shall be shown at least 1/20282409603651670423947251286016 mile. If the light is shown at a distance of less than 1/20282409603651670423947251286016 mile, the light shall be shown at least 1/40564819207303340847894502572032 mile. If the light is shown at a distance of less than 1/40564819207303340847894502572032 mile, the light shall be shown at least 1/81129638414606681695789005144064 mile. If the light is shown at a distance of less than 1/81129638414606681695789005144064 mile, the light shall be shown at least 1/162259276829213363391578010288128 mile. If the light is shown at a distance of less than 1/162259276829213363391578010288128 mile, the light shall be shown at least 1/324518553658426726783156020576256 mile. If the light is shown at a distance of less than 1/324518553658426726783156020576256 mile, the light shall be shown at least 1/649037107316853453566312041152512 mile. If the light is shown at a distance of less than 1/649037107316853453566312041152512 mile, the light shall be shown at least 1/1298074214633706907132624082305024 mile. If the light is shown at a distance of less than 1/1298074214633706907132624082305024 mile, the light shall be shown at least 1/2596148429267413814265248164610048 mile. If the light is shown at a distance of less than 1/2596148429267413814265248164610048 mile, the light shall be shown at least 1/5192296858534827628530496329220096 mile. If the light is shown at a distance of less than 1/5192296858534827628530496329220096 mile, the light shall be shown at least 1/10384593717069655257060992658440192 mile. If the light is shown at a distance of less than 1/10384593717069655257060992658440192 mile, the light shall be shown at least 1/20769187434139310514121985316880384 mile. If the light is shown at a distance of less than 1/20769187434139310514121985316880384 mile, the light shall be shown at least 1/41538374868278621028243970633760768 mile. If the light is shown at a distance of less than 1/41538374868278621028243970633760768 mile, the light shall be shown at least 1/83076749736557242056487941267521536 mile. If the light is shown at a distance of less than 1/83076749736557242056487941267521536 mile, the light shall be shown at least 1/166153499473114484112975882535043072 mile. If the light is shown at a distance of less than 1/166153499473114484112975882535043072 mile, the light shall be shown at least 1/332306998946228968225951765070086144 mile. If the light is shown at a distance of less than 1/332306998946228968225951765070086144 mile, the light shall be shown at least 1/664613997892457936451903530140172288 mile. If the light is shown at a distance of less than 1/664613997892457936451903530140172288 mile, the light shall be shown at least 1/1329227995784915872903807060280344576 mile. If the light is shown at a distance of less than 1/1329227995784915872903807060280344576 mile, the light shall be shown at least 1/2658455991569831745807614120560689152 mile. If the light is shown at a distance of less than 1/2658455991569831745807614120560689152 mile, the light shall be shown at least 1/5316911983139663491615228241121378304 mile. If the light is shown at a distance of less than 1/5316911983139663491615228241121378304 mile, the light shall be shown at least 1/10633823966279326983230456482242756608 mile. If the light is shown at a distance of less than 1/10633823966279326983230456482242756608 mile, the light shall be shown at least 1/21267647932558653966460912964485513216 mile. If the light is shown at a distance of less than 1/21267647932558653966460912964485513216 mile, the light shall be shown at least 1/42535295865117307932921825928971026432 mile. If the light is shown at a distance of less than 1/42535295865117307932921825928971026432 mile, the light shall be shown at least 1/85070591730234615865843651857942052864 mile. If the light is shown at a distance of less than 1/85070591730234615865843651857942052864 mile, the light shall be shown at least 1/170141183460469231731687303715884105728 mile. If the light is shown at a distance of less than 1/170141183460469231731687303715884105728 mile, the light shall be shown at least 1/340282366920938463463374607431768211456 mile. If the light is shown at a distance of less than 1/340282366920938463463374607431768211456 mile, the light shall be shown at least 1/680564733841876926926749214863536422912 mile. If the light is shown at a distance of less than 1/680564733841876926926749214863536422912 mile, the light shall be shown at least 1/1361129467683753853853498429727072845824 mile. If the light is shown at a distance of less than 1/1361129467683753853853498429727072845824 mile, the light shall be shown at least 1/2722258935367507707706996859454145691648 mile. If the light is shown at a distance of less than 1/2722258935367507707706996859454145691648 mile, the light shall be shown at least 1/5444517870735015415413993718908291383296 mile. If the light is shown at a distance of less than 1/5444517870735015415413993718908291383296 mile, the light shall be shown at least 1/10889035741470030830827987437816582766592 mile. If the light is shown at a distance of less than 1/10889035741470030830827987437816582766592 mile, the light shall be shown at least 1/21778071482940061661655974875633165533184 mile. If the light is shown at a distance of less than 1/21778071482940061661655974875633165533184 mile, the light shall be shown at least 1/43556142965880123323311949751266331066368 mile. If the light is shown at a distance of less than 1/43556142965880123323311949751266331066368 mile, the light shall be shown at least 1/87112285931760246646623899502532662132736 mile. If the light is shown at a distance of less than 1/87112285931760246646623899502532662132736 mile, the light shall be shown at least 1/174224571863520493293247799005065244265472 mile. If the light is shown at a distance of less than 1/174224571863520493293247799005065244265472 mile, the light shall be shown at least 1/348449143727040986586495598010130488530944 mile. If the light is shown at a distance of less than 1/348449143727040986586495598010130488530944 mile, the light shall be shown at least 1/696898287454081973172991196020260977061888 mile. If the light is shown at a distance of less than 1/696898287454081973172991196020260977061888 mile, the light shall be shown at least 1/1393796574908163946345982392040521954123776 mile. If the light is shown at a distance of less than 1/1393796574908163946345982392040521954123776 mile, the light shall be shown at least 1/2787593149816327892691964784081043908247552 mile. If the light is shown at a distance of less than 1/2787593149816327892691964784081043908247552 mile, the light shall be shown at least 1/5575186299632655785383929568162087816495104 mile. If the light is shown at a distance of less than 1/5575186299632655785383929568162087816495104 mile, the light shall be shown at least 1/11150372599265311570767859136324175632990208 mile. If the light is shown at a distance of less than 1/11150372599265311570767859136324175632990208 mile, the light shall be shown at least 1/22300745198530623141535718272648351265980416 mile. If the light is shown at a distance of less than 1/22300745198530623141535718272648351265980416 mile, the light shall be shown at least 1/44601490397061246283071436545296702531960832 mile. If the light is shown at a distance of less than 1/44601490397061246283071436545296702531960832 mile, the light shall be shown at least 1/89202980794122492566142873090593405063921664 mile. If the light is shown at a distance of less than 1/89202980794122492566142873090593405063921664 mile, the light shall be shown at least 1/178405961588244985132285746181186810127843328 mile. If the light is shown at a distance of less than 1/178405961588244985132285746181186810127843328 mile, the light shall be shown at least 1/356811923176489970264571492362373620255686656 mile. If the light is shown at a distance of less than 1/356811923176489970264571492362373620255686656 mile, the light shall be shown at least 1/713623846352979940529142984724747240511373312 mile. If the light is shown at a distance of less than 1/713623846352979940529142984724747240511373312 mile, the light shall be shown at least 1/1427247692705959881058285969449494481022746624 mile. If the light is shown at a distance of less than 1/1427247692705959881058285969449494481022746624 mile, the light shall be shown at least 1/2854495385411919762116571938898988962045493248 mile. If the light is shown at a distance of less than 1/2854495385411919762116571938898988962045493248 mile, the light shall be shown at least 1/5708990770823839524233143877797977924090986496 mile. If the light is shown at a distance of less than 1/5708990770823839524233143877797977924090986496 mile, the light shall be shown at least 1/11417981541647679048466287755595955848181972992 mile. If the light is shown at a distance of less than 1/11417981541647679048466287755595955848181972992 mile, the light shall be shown at least 1/22835963083295358096932575511191911696363945984 mile. If the light is shown at a distance of less than 1/22835963083295358096932575511191911696363945984 mile, the light shall be shown at least 1/45671926166590716193865151022383823392727891968 mile. If the light is shown at a distance of less than 1/45671926166590716193865151022383823392727891968 mile, the light shall be shown at least 1/91343852333181432387730302044767646785455783936 mile. If the light is shown at a distance of less than 1/91343852333181432387730302044767646785455783936 mile, the light shall be shown at least 1/182687704666362864775460604089535293570911567872 mile. If the light is shown at a distance of less than 1/182687704666362864775460604089535293570911567872 mile, the light shall be shown at least 1/365375409332725729550921208179070587141823135744 mile. If the light is shown at a distance of less than 1/365375409332725729550921208179070587141823135744 mile, the light shall be shown at least 1/730750818665451459101842416358141174283646271488 mile. If the light is shown at a distance of less than





gunwale, but it shall be carried above the combined lantern mentioned in the preceding paragraph.

Third. *Vessels under oars or sails* of less than 20 tons shall have ready at hand a lantern with a green glass on one side and a red glass on the other, which, on the approach of or to other vessels, shall be exhibited in sufficient time to prevent collision; so that the green light shall not be seen on the port side nor the red light on the starboard side.

Fourth. *Rowing boats*, whether under oars or sail, shall have ready at hand a lantern showing a white light which shall be temporarily exhibited in sufficient time to prevent collision. (Art. 7, act June 7, 1897.)

The vessels referred to in this article shall not be obliged to carry the lights prescribed for vessels not under command and vessels aground.

(11) *Lights for pilot vessels*.—Pilot vessels when engaged on their station on pilotage duty shall not show the lights required for other vessels, but shall carry a white light at the masthead, visible all around the horizon, and shall also exhibit a flare-up light or flare-up lights at short intervals, which shall never exceed 15 minutes.

On the near approach of or to other vessels they shall have their side lights lighted, ready for use, and shall flash or show them at short intervals, to indicate the direction in which they are heading, but the green light shall not be shown on the port side, nor the red light on the starboard side.

A pilot vessel of such a class as to be obliged to go alongside of a vessel to put a pilot on board may show the white light instead of carrying it at the masthead, and may, instead of the colored lights above mentioned, have at hand, ready for use, a lantern with green glass on the one side and red glass on the other, to be used as prescribed above.

Pilot vessels when not engaged on their station on pilotage duty shall carry lights similar to those of other vessels of their tonnage.

A steam pilot vessel, when engaged on her station on pilotage duty and in waters of the United States, and not at anchor, shall, in addition to the lights required for all pilot boats, carry at a distance of 8 feet below her white masthead light a red light, visible all around the horizon, and of such a character as to be visible on a dark night with a clear atmosphere at a distance of at least 2 miles, and also the colored side lights required to be carried by vessels when under way. (Act Feb. 19, 1900, secs. 1 and 2.)

When engaged on her station on pilotage duty and in waters of the United States, and at anchor, she shall carry, in addition to the lights required for all pilot boats, the red light above mentioned, but not the colored side lights.

When not engaged on her station on pilotage duty, she shall carry the same lights as other steam vessels. (Art. 8, act Aug. 19, 1890: art. 8, act June 7, 1897.)

(12) *Lights for an overtaken vessel*.—*a. International Rule*.—A vessel which is being overtaken by another shall show from her stern to such last-mentioned vessel a white light or a flare-up light.

The white light required to be shown by this article may be fixed and carried in a lantern, but in such case the lantern shall be so con-

The first of these is the right of the people to elect their representatives to Congress. This right is derived from the fact that the people are the source of all political power.

The second of these is the right of the people to elect their representatives to the Executive branch of the Government. This right is derived from the fact that the Executive branch is the branch of the Government which is most directly responsible to the people.

The third of these is the right of the people to elect their representatives to the Judiciary branch of the Government. This right is derived from the fact that the Judiciary branch is the branch of the Government which is most directly responsible to the people.

The fourth of these is the right of the people to elect their representatives to the State legislatures. This right is derived from the fact that the State legislatures are the branches of the Government which are most directly responsible to the people.

The fifth of these is the right of the people to elect their representatives to the local governments. This right is derived from the fact that the local governments are the branches of the Government which are most directly responsible to the people.

The sixth of these is the right of the people to elect their representatives to the Federal Reserve Board. This right is derived from the fact that the Federal Reserve Board is the branch of the Government which is most directly responsible to the people.

The seventh of these is the right of the people to elect their representatives to the Federal Reserve Bank. This right is derived from the fact that the Federal Reserve Bank is the branch of the Government which is most directly responsible to the people.

The eighth of these is the right of the people to elect their representatives to the Federal Reserve System. This right is derived from the fact that the Federal Reserve System is the branch of the Government which is most directly responsible to the people.

The ninth of these is the right of the people to elect their representatives to the Federal Reserve Board of Governors. This right is derived from the fact that the Federal Reserve Board of Governors is the branch of the Government which is most directly responsible to the people.

The tenth of these is the right of the people to elect their representatives to the Federal Reserve Bank of New York. This right is derived from the fact that the Federal Reserve Bank of New York is the branch of the Government which is most directly responsible to the people.

The eleventh of these is the right of the people to elect their representatives to the Federal Reserve Bank of Boston. This right is derived from the fact that the Federal Reserve Bank of Boston is the branch of the Government which is most directly responsible to the people.

The twelfth of these is the right of the people to elect their representatives to the Federal Reserve Bank of Philadelphia. This right is derived from the fact that the Federal Reserve Bank of Philadelphia is the branch of the Government which is most directly responsible to the people.

The thirteenth of these is the right of the people to elect their representatives to the Federal Reserve Bank of Pittsburgh. This right is derived from the fact that the Federal Reserve Bank of Pittsburgh is the branch of the Government which is most directly responsible to the people.



structed, fitted, and screened that it shall throw an unbroken light over an arc of the horizon of 12 points of the compass, namely, for 6 points from right aft on each side of the vessel, so as to be visible at a distance of at least 1 mile. Such light shall be carried as nearly as practicable on the same level as the side lights. (Act Aug. 19, 1890.)

b. Inland rule.—A vessel which is being overtaken by another, except a steam vessel with an after range light showing all around the horizon, shall throw from her stern to such last-mentioned vessel a white light or a flare-up light. (Art. 10, act June 7, 1897.)

(13) *Anchor lights.*—A vessel under 150 feet in length when at anchor shall carry forward, where it can best be seen, but at a height not exceeding 20 feet above the hull, a white light, in a lantern so constructed as to show a clear, uniform, and unbroken light visible all around the horizon at a distance of at least 1 mile.

A vessel of 150 feet or upward in length, when at anchor, shall carry in the forward part of the vessel, at a height of not less than 20 and not exceeding 40 feet above the hull, one such light, and at or near the stern of the vessel, and at such a height that it shall be not less than 15 feet lower than the forward light, another such light.

The length of a vessel shall be deemed to be the length appearing in her certificate of registry.

A vessel aground in or near a fairway shall carry the above light or lights and the two red lights prescribed for a vessel not under command. (Art. 11, act Aug. 19, 1890; art. 11, act June 7, 1897.)

(14) *Special signal.*—Every vessel may, if necessary in order to attract attention, in addition to the lights which she is by these rules required to carry, show a flare-up light or use any detonating signal that can not be mistaken for a distress signal. (Art. 12, act Aug. 19, 1890; art. 12, act June 7, 1897.)

(15) *Steam vessel under sail by day.*—A steam vessel proceeding under sail only but having her funnel up shall carry in daytime, forward, where it can best be seen, one black ball or shape 2 feet in diameter. (Art. 14, act Aug. 19, 1890; art. 14, act June 7, 1897.)

(16) *Sound signals in fog.*—All signals prescribed by this article for vessels under way shall be given:

a. By "steam vessels" on the whistle or siren.

b. By "sailing vessels" and "vessels towed" on the foghorn.

c. The words "prolonged blast" used in this article shall mean a blast of from four to six seconds duration.

d. A steam vessel shall be provided with an efficient whistle or siren, sounded by steam or by some substitute for steam, so placed that the sound may not be intercepted by any obstruction, and with an efficient foghorn, to be sounded by mechanical means, and also with an efficient bell.

e. A sailing vessel of 20 tons gross tonnage or upward shall be provided with a similar foghorn and bell. (Art. 15, act June 10, 1896; art. 15, act June 7, 1897.)

(17) The required fog signals shall be used in fog, mist, falling snow, or heavy rainstorms, whether by day or night. (Art. 15, act June 10, 1896.)

The light shall be visible from a distance of 12 miles in clear weather, and the light shall be visible from a distance of 10 miles in hazy weather. The light shall be visible from a distance of 8 miles in foggy weather, and the light shall be visible from a distance of 6 miles in stormy weather.

The light shall be visible from a distance of 12 miles in clear weather, and the light shall be visible from a distance of 10 miles in hazy weather. The light shall be visible from a distance of 8 miles in foggy weather, and the light shall be visible from a distance of 6 miles in stormy weather.

(12) The light shall be visible from a distance of 12 miles in clear weather, and the light shall be visible from a distance of 10 miles in hazy weather. The light shall be visible from a distance of 8 miles in foggy weather, and the light shall be visible from a distance of 6 miles in stormy weather.

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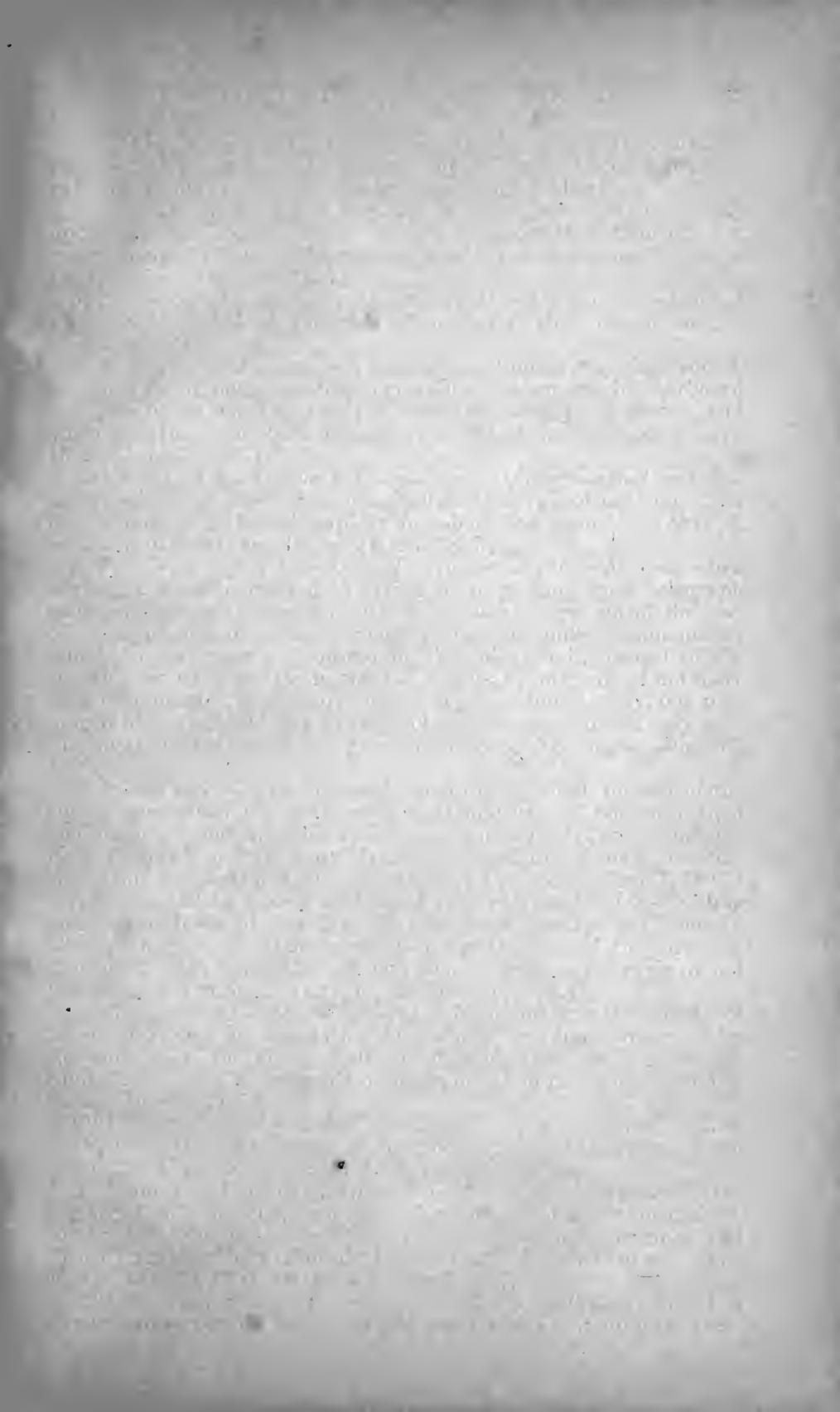
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(18) *Fog signals*.—*a. Steam vessel under way (International rule)*.—1. A steam vessel having way upon her shall sound, at intervals of not more than two minutes, a prolonged blast.

2. A steam vessel under way, but stopped, and having no way upon her, shall sound, at intervals of not more than two minutes, two prolonged blasts, with an interval of about one second between. (Art. 15, act June 10, 1896.)

b. Steam vessel under way (Inland rule).—A steam vessel under way should sound, at intervals of not more than one minute, a prolonged blast.

c. Sail vessel under way.—A sailing vessel under way shall sound, at intervals of not more than one minute, when on the starboard tack, one blast: when on the port tack, two blasts in succession, and when with the wind abaft the beam, three blasts in succession. (Art. 15, act June 7, 1897.)

d. Vessels at anchor or not under way (International and Inland).—A vessel when at anchor shall, at intervals of not more than one minute, ring the bell rapidly for about five seconds. (Art. 15, act June 10, 1896; art. 15, act June 7, 1897.)

e. Vessels towing or towed.—1. *International rule*.—A vessel when towing, a vessel employed in laying or in picking up a telegraph cable, and a vessel under way, which is unable to get out of the way of an approaching vessel through being not under command, or unable to maneuver as required by the rules, shall, instead of the signals prescribed for steam and sail vessels, at intervals of not more than two minutes, sound three blasts in succession, namely, one prolonged blast followed by two short blasts. A vessel towed may give this signal and she shall not give any other. (Art. 15, act June 10, 1896.)

2. *Inland rule*.—A steam vessel when towing shall, instead of the signals prescribed for steam vessels, at intervals of not more than one minute, sound three blasts in succession, namely, one prolonged blast followed by two short blasts. A vessel towed may give this signal and she shall not give any other. (Art. 15, act June 7, 1897.)

f. Small sailing vessels and boats (International rule).—Sailing vessels and boats of less than 20 tons gross tonnage shall not be obliged to give the above-mentioned signals, but, if they do not, they shall make some other efficient sound signal at intervals of not more than one minute. (Art. 15, act June 10, 1896.)

g. Rafts, etc. (Inland rule).—All rafts or other water craft not herein provided for navigating by hand power, horsepower, or by the current of the river, shall sound a blast of the foghorn, or equivalent signal, at intervals of not more than one minute. (Art. 15, act June 7, 1897.)

(19) *Speed in fog*.—Every vessel shall, in a fog, mist, falling snow, or heavy rainstorms, go at moderate speed, having careful regard for the existing circumstances and conditions.

A steam vessel hearing, apparently forward of her beam, the fog signal of a vessel the position of which is not ascertained shall, so far as the circumstances of the case admit, stop her engines, and then navigate with caution until danger of collision is over. (Art. 16, act Aug. 19, 1890; art. 16, act June 7, 1897.)

(20) *Steering and sailing rules*.—*a. Risk of collision* can, when circumstances permit, be ascertained by carefully watching the com-





in other words, to cases in which, by day, each vessel sees the masts of the other in a line, or nearly in a line, with her own, and by night to cases in which each vessel is in such a position as to see both the side lights of the other.

It does not apply by day to cases in which a vessel sees another ahead crossing her own course, or by night to cases where the red light of one vessel is opposed to the red light of the other, or where the green light of one vessel is opposed to the green light of the other, or where a red light without a green light or a green light without a red light is seen ahead, or where both green and red lights are seen anywhere but ahead. (Art. 18, act June 7, 1897.)

2. *Procedure in case of failure to understand course of other vessel.*—Rule III: If, when steam vessels are approaching each other, either vessel fails to understand the course or intention of the other, from any cause, the vessel so in doubt shall immediately signify the same by giving several short and rapid blasts, not less than four of the steam whistle. (Art. 18, act June 7, 1897.)

3. *When nearing a short bend or curve in the channel.*—Rule V: Whenever a steam vessel is nearing a short bend or curve in the channel, where, from the height of the banks or other cause, a steam vessel approaching from the opposite direction can not be seen for a distance of half a mile, such steam vessel, when she shall have arrived within half a mile of such curve or bend, shall give a signal by one long blast of the steam whistle, which signal shall be answered by a similar blast, given by any approaching steam vessel that may be within hearing. Should such signal be so answered by a steam vessel upon the farther side of such bend, then the usual signals for meeting and passing shall immediately be given and answered; but, if the first alarm signal of such vessel be not answered, she is to consider the channel clear and govern herself accordingly.

When steam vessels are moved from their docks or berths, and other boats are liable to pass from any direction toward them, they shall give the same signal as in the case of vessels meeting at a bend, but immediately after clearing the berths so as to be fully in sight they shall be governed by the steering and sailing rules. (Art. 18, act June 7, 1897.)

4. *Overtaking.*—Rule VIII: When steam vessels are running in the same direction, and the vessel which is astern shall desire to pass on the right or starboard hand of the vessel ahead, she shall give one short blast of the steam whistle, as a signal of such desire, and if the vessel ahead answers with one blast, she shall put her helm to port; or if she shall desire to pass on the left or port side of the vessel ahead, she shall give two short blasts of the steam whistle as a signal of such desire, and if the vessel ahead answers with two blasts, shall put her helm to starboard; or if the vessel ahead does not think it safe for the vessel astern to attempt to pass at that point, she shall immediately signify the same by giving several short and rapid blasts of the steam whistle, not less than four, and under no circumstances shall the vessel astern attempt to pass the vessel ahead until such time as they have reached a point where it can be safely done, when said vessel ahead shall signify her willingness by blowing the proper signals. The vessel ahead shall in no case attempt to cross the bow or crowd upon the course of the passing vessel. (Art. 18, act June 7, 1897.)





5. *When whistle signals for meeting, passing, or overtaking apply.*—Rule IX: The whistle signals provided in the rules under this article, for steam vessels meeting, passing, or overtaking, are never to be used except when steamers are in sight of each other, and the course and position of each can be determined in the daytime by a sight of the vessel itself, or by night by seeing its signal lights. In fog, mist, falling snow, or heavy rainstorms, when vessels can not see each other, fog signals only must be given. (Art. 18, act June 7, 1897.)

6. *Supplementary regulations.*—The supervising inspectors of steam vessels and the Supervising Inspector General shall establish such rules to be observed by steam vessels in passing each other and as to the lights to be carried by ferryboats and by barges and canal boats when in tow of steam vessels, and as to the lights and day signals to be carried by vessels, dredges of all types, and vessels working on wrecks or other obstruction to navigation, or moored for submarine operations, or made fast to a sunken object which may drift with the tide or be towed, not inconsistent with the provisions of this act, as they from time to time may deem necessary for safety, which rules when approved by the Secretary of Commerce are hereby declared special rules duly made by local authority, as provided for in article 30 of chapter 802 of the Laws of 1890. Two printed copies of such rules shall be furnished to such ferryboats, barges, dredges, canal boats, vessels working on wrecks, and steam vessels, which rules shall be kept posted up in conspicuous places in such vessels, barges, dredges, and boats. (Act June 7, 1897, sec. 2; act May 25, 1914; act Feb. 14, 1903, sec. 10.)

e. *Two steam vessels crossing.*—When two steam vessels are crossing, so as to involve risk of collision, the vessel which has the other on her own starboard side shall keep out of the way of the other. (Art. 19, act Aug. 19, 1890; Art. 19, act June 7, 1897.)

f. *Crossing ahead.*—Every vessel which is directed by these rules to keep out of the way of another vessel shall, if the circumstances of the case admit, avoid crossing ahead of the other. (Art. 22, act Aug. 19, 1890; Art. 22, act June 7, 1897.)

g. *Steam vessel shall keep out of the way of sailing vessel.*—When a steam vessel and a sailing vessel are proceeding in such directions as to involve risk of collision, the steam vessel shall keep out of the way of the sailing vessel. (Art. 20, act Aug. 19, 1890; Art. 20, act June 7, 1897.)

h. *Course and speed.*—Where, by any of these rules, one of two vessels is to keep out of the way the other shall keep her course and speed.

NOTE.—When, in consequence of thick weather or other causes, such vessel finds herself so close that collision can not be avoided by the action of the giving-way vessel alone, she also shall take such action as will best aid to avert collision. (See pars. 20-*m* and 22 of this art.) (Art. 21, act May 28, 1894; Art. 21, act June 7, 1897.)

i. *Steam vessels shall slacken speed or stop.*—Every steam vessel which is directed by these rules to keep out of the way of another vessel shall, on approaching her, if necessary, slacken her speed or stop or reverse. (Art. 23, act Aug. 19, 1890; Art. 23, act June 7, 1897.)



j. Overtaking vessels.—Notwithstanding anything contained in these rules, every vessel overtaking any other shall keep out of the way of the overtaken vessel.

Every vessel coming up with another vessel from any direction more than 2 points abaft her beam—that is, in such a position, with reference to the vessel which she is overtaking that at night she would be unable to see either of that vessel's side lights—shall be deemed to be an overtaking vessel; and no subsequent alteration of the bearing between the two vessels shall make the overtaking vessel a crossing vessel within the meaning of these rules, or relieve her of the duty of keeping clear of the overtaken vessel until she is finally past and clear.

As by day the overtaking vessel can not always know with certainty whether she is forward or abaft this direction from the other vessel she should, if in doubt, assume that she is an overtaking vessel and keep out of the way. (Art. 24, act Aug. 19, 1890; art. 24, act June 7, 1897.)

k. Narrow channels.—In narrow channels every steam vessel shall, when it is safe and practicable, keep to that side of the fairway or mid-channel which lies on the starboard side of such vessel. (Art. 25, act Aug. 19, 1890; art. 25, act June 7, 1897.)

l. Right of way of fishing vessels.—Sailing vessels under way shall keep out of the way of sailing vessels or boats fishing with nets, or lines, or trawls. This rule shall not give to any vessel or boat engaged in fishing the right of obstructing a fairway used by vessels other than fishing vessels or boats. (Art. 26, act Aug. 19, 1890; art. 26, act June 7, 1897.)

m. General prudential rule.—In obeying and construing these rules due regard shall be had to all dangers of navigation and collision, and to any special circumstances which may render a departure from the above rules necessary in order to avoid immediate danger. (Art. 27, act Aug. 19, 1890; art. 27, act June 7, 1897.)

(21) *Sound signals for passing steamers (International rule).*—*a.* The words “short blast” used in this article shall mean a blast of about one second's duration.

b. When vessels are in sight of one another, a steam vessel under way, in taking any course authorized or required by these rules, shall indicate that course by the following signals on whistle or siren, namely:

One short blast to mean, “I am directing my course to starboard.”

Two short blasts to mean, “I am directing my course to port.”

Three short blasts to mean, “My engines are going at full speed astern.” (Art. 28, act Aug. 19, 1890.) (See par. 20—*d* of this art. and art. 28, act June 7, 1897.)

(22) *Precaution.*—Nothing in these rules shall exonerate any vessel, or the owner or master or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper lookout, or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case. (Art. 29, act Aug. 19, 1890; art. 29, act June 7, 1897.)

(23) *Special rules (International rules).*—Nothing in these rules shall interfere with the operation of a special rule, duly made by



local authority, relative to the navigation of any harbor, river, or inland waters. (Art. 30, act Aug. 19, 1890.)

(24) *a.* Every pilot, engineer, mate, or master of any steam vessel and every master or mate of any barge or canal boat who neglects or refuses to observe the provisions of the act of June 7, 1897, relative to the rules to prevent collisions, or the regulations established in pursuance thereof, shall be liable to a penalty of \$50, and for all damages sustained by any passenger in his person or baggage by such neglect or refusal. (Act June 7, 1897, sec. 3.)

b. Every vessel that shall be navigated without complying with the provisions of the above-mentioned act shall be liable to a penalty of \$200, for which sum the vessel so navigated is liable and may be seized and proceeded against in any district court of the United States. (Act June 7, 1897, sec. 4.)

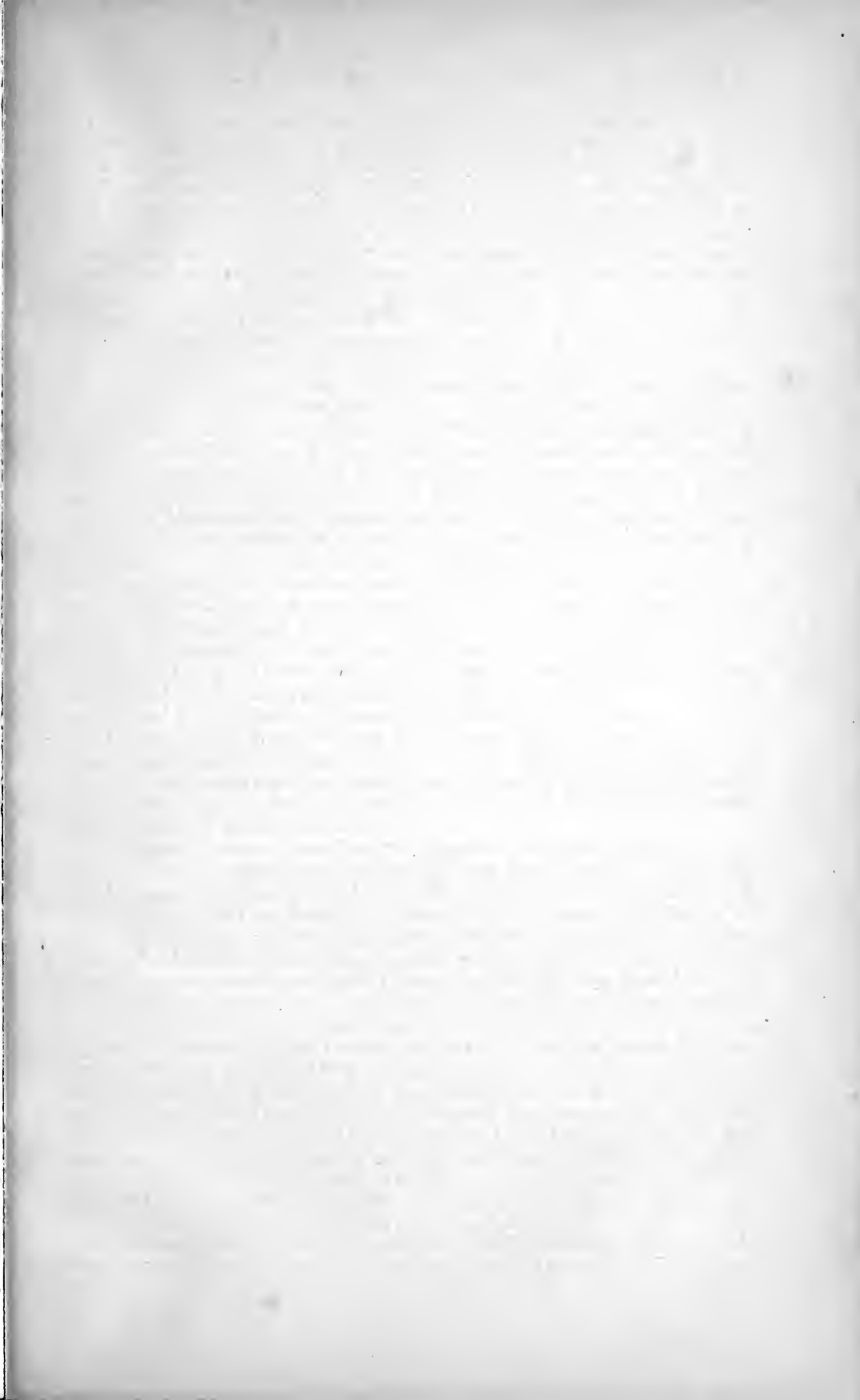
(25) *Inland waters, general rule for determining.*—At all buoyed entrances from seaward to bays, sounds, rivers, or other estuaries, for which specific lines have not been described, inland rules shall apply inshore of a line, approximately parallel with the general trend of the shore, drawn through the outermost buoy or other aid to navigation of any system of aids. (Acts Feb. 19, 1895, sec. 2; Feb. 14, 1903, sec. 10.)

(26) *Great Lakes.*—*a.* A steam vessel under way shall carry the same lights as a steam vessel navigating the ocean or inland waters, as prescribed in paragraph 6-*a* and 6-*b* of this article, and the following range light:

Range light.—A steamer over 150 feet register length shall carry when under way an additional bright light similar in construction to the forward masthead white light, so fixed as to throw the light all around the horizon and of such character as to be visible at a distance of at least 3 miles. Such additional light shall be placed in line with the keel at least 15 feet higher than the deck and more than 75 feet abaft the forward masthead white light. (Act Feb. 8, 1895, sec. 1, rule 3.)

b. Vessels towing.—Rule 4: A steam vessel having a tow other than a raft shall, in addition to the forward bright light mentioned in subdivision (*a*) of rule 3, carry in a vertical line not less than 6 feet above or below that light a second bright light of the same construction and character and fixed and carried in the same manner as the forward bright light mentioned in said subdivision (*a*) of rule 3. Such steamer shall also carry a small bright light abaft the funnel or aftermast for the tow to steer by, but such light shall not be visible forward of the beam. (Act Feb. 8, 1895.)

Rule 5: A steam vessel having a raft in tow shall, instead of the forward lights mentioned in rule 4, carry on or in front of the foremast, or if a vessel without a foremast, then in the fore part of the vessel, at a height above the hull of not less than 20 feet, and if the beam of the vessel exceeds 20 feet, then at a height above the hull not less than such beam, so, however, that such height need not exceed 40 feet, two bright lights in a horizontal line athwartships and not less than 8 feet apart, each so fixed as to throw the light all around the horizon and of such character as to be visible at a distance of at least 5 miles. Such steamer shall also carry the small bright steering light aft, of the character and fixed as required in rule 4. (Act Feb. 8, 1895.)



c. Sailing vessel under way.—A sailing vessel under way and any vessel being towed shall carry the side lights mentioned in rule 3. A vessel in tow shall also carry a small bright light aft, but such light shall not be visible forward of the beam. (Rule 6, act Feb. 8, 1895.)

d. Lights for tugs under 30 tons.—The lights for tugs under 30 tons register whose principal business is harbor towing, and for boats navigating only on the River St. Lawrence, also ferryboats, rafts, and canal boats, shall be regulated by rules which have been or may hereafter be prescribed by the Board of Supervising Inspectors of Steam Vessels. (Rule 7, act Feb. 8, 1895.)

e. Small vessels under way in bad weather.—Whenever, as in the case of small vessels under way during bad weather, the green and red side lights can not be fixed, these lights shall be kept at hand lighted and ready for use, and shall, on the approach of or to other vessels, be exhibited on their respective sides in sufficient time to prevent collision, in such manner as to make them most visible, and so that the green light shall not be seen on the port side, nor the red light on the starboard side, nor, if practicable, more than 2 points abaft the beam on their respective sides. To make the use of these portable lights more certain and easy, they shall each be painted outside with the color of the light they respectively contain, and shall be provided with suitable screens. (Rule 8, act Feb. 8, 1895.)

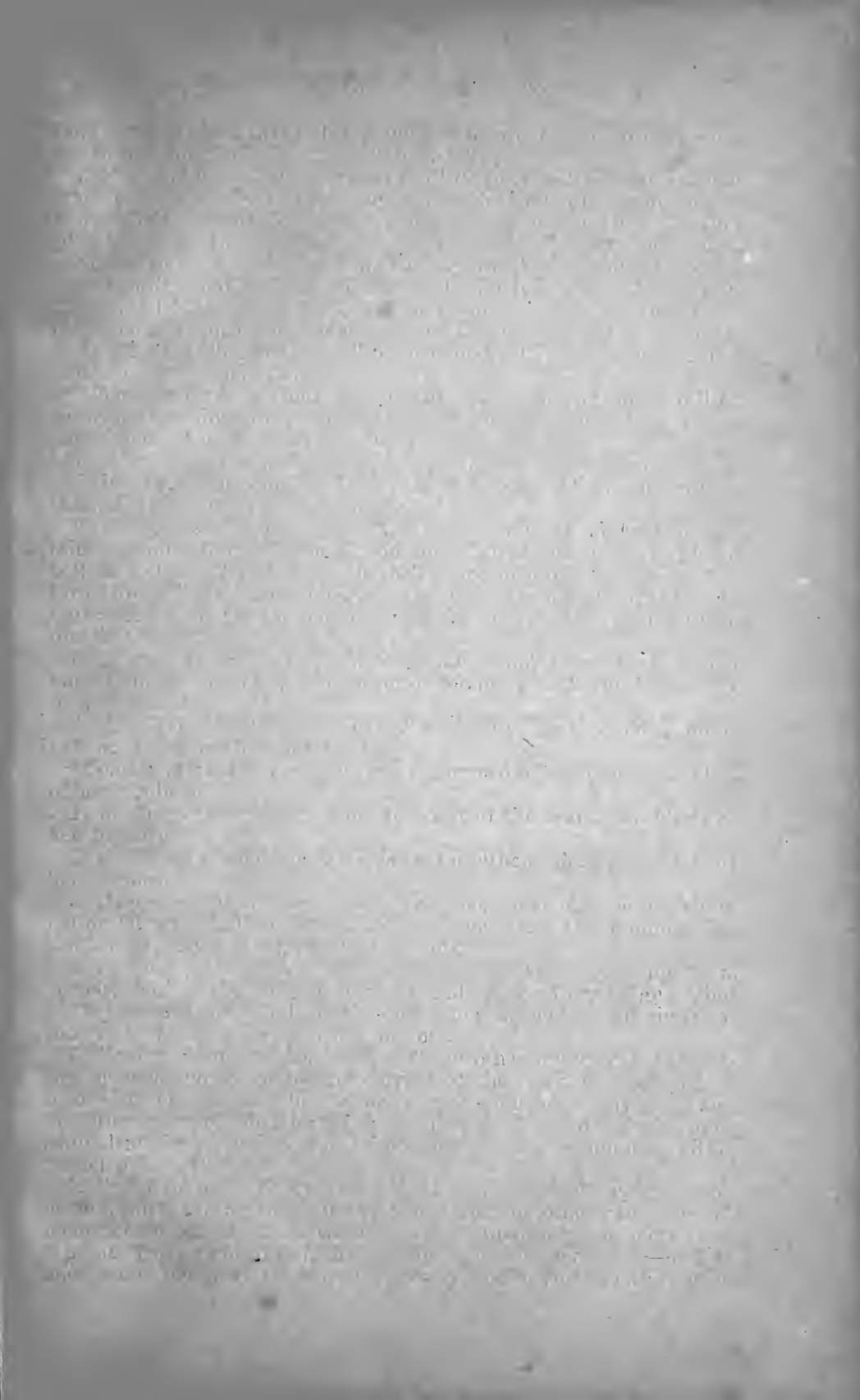
f. Anchor lights.—A vessel under 150 feet register length, when at anchor, shall carry forward, where it can best be seen, but at a height not exceeding 20 feet above the hull, a white light in a lantern constructed so as to show a clear, uniform, and unbroken light, visible all around the horizon, at a distance of at least 1 mile.

A vessel of 150 feet or upward in register length, when at anchor, shall carry in the forward part of the vessel, at a height of not less than 20 and not exceeding 40 feet above the hull, one such light, and at or near the stern of the vessel, and at such a height that it shall be not less than 15 feet lower than the forward light, another such light. (Rule 9, act Feb. 8, 1895.)

g. Produce boats, etc.—Produce boats, canal boats, fishing boats, rafts, or other water craft navigating any bay, harbor, or river by hand power, horse power, sail, or by the current of the river, or which shall be anchored or moored in or near the channel or fairway of any bay, harbor, or river, and not otherwise provided for in these rules, shall carry one or more good white lights, which shall be placed in such manner as shall be prescribed by the Board of Supervising Inspectors of Steam Vessels. (Rule 10, act Feb. 8, 1895.)

h. Open boats.—Open boats shall not be obliged to carry the side lights required for other vessels, but shall, if they do not carry such lights, carry a lantern having a green slide on one side and a red slide on the other side; and on the approach of or to other vessels, such lantern shall be exhibited in sufficient time to prevent collision, and in such a manner that the green light shall not be seen on the port side nor the red light on the starboard side. Open boats, when at anchor or stationary, shall exhibit a bright white light. They shall not, however, be prevented from using a flare-up in addition if considered expedient. (Rule 11, act Feb. 8, 1895.)

i. Special light for sailing vessels.—Sailing vessels shall at all times, on the approach of any steamer during the nighttime, show a



lighted torch upon that point or quarter to which such steamer shall be approaching. (Rule 12, act Feb. 8, 1895.)

j. Fog signals.—A steam vessel shall be provided with an efficient whistle, sounded by steam or by some substitute for steam, placed before the funnel not less than 8 feet from the deck, or in such other place as the local inspectors of steam vessels shall determine, and of such character as to be heard in ordinary weather at a distance of at least 2 miles, and with an efficient bell, and it is made the duty of the United States local inspectors of steam vessels when inspecting the same to require each steamer to be furnished with such whistle and bell. A sailing vessel shall be provided with an efficient foghorn and with an efficient bell.

Whenever there is thick weather by reason of fog, mist, falling snow, heavy rainstorms, or other causes, whether by day or by night, *fog signals shall be used as follows:*

1. *A steam vessel under way*, excepting only a steam vessel with raft in tow, shall sound at intervals of not more than one minute three distinct blasts of her whistle.

2. *Every vessel in tow of another vessel* shall, at intervals of one minute, sound four bells on a good and efficient and properly placed bell as follows: By striking the bell twice in quick succession, followed by a little longer interval, and then again striking twice in quick succession (in the manner in which four bells is struck in indicating time).

3. *A steamer with a raft in tow* shall sound at intervals of not more than one minute a screeching or Modoc whistle for from three to five seconds.

4. *A sailing vessel under way and not in tow* shall sound at intervals of not more than one minute—

If on the starboard tack with wind forward of the beam, one blast of her foghorn.

If on the port tack with wind forward of the beam, two blasts of her foghorn.

If she has the wind abaft the beam on either side, three blasts of her foghorn.

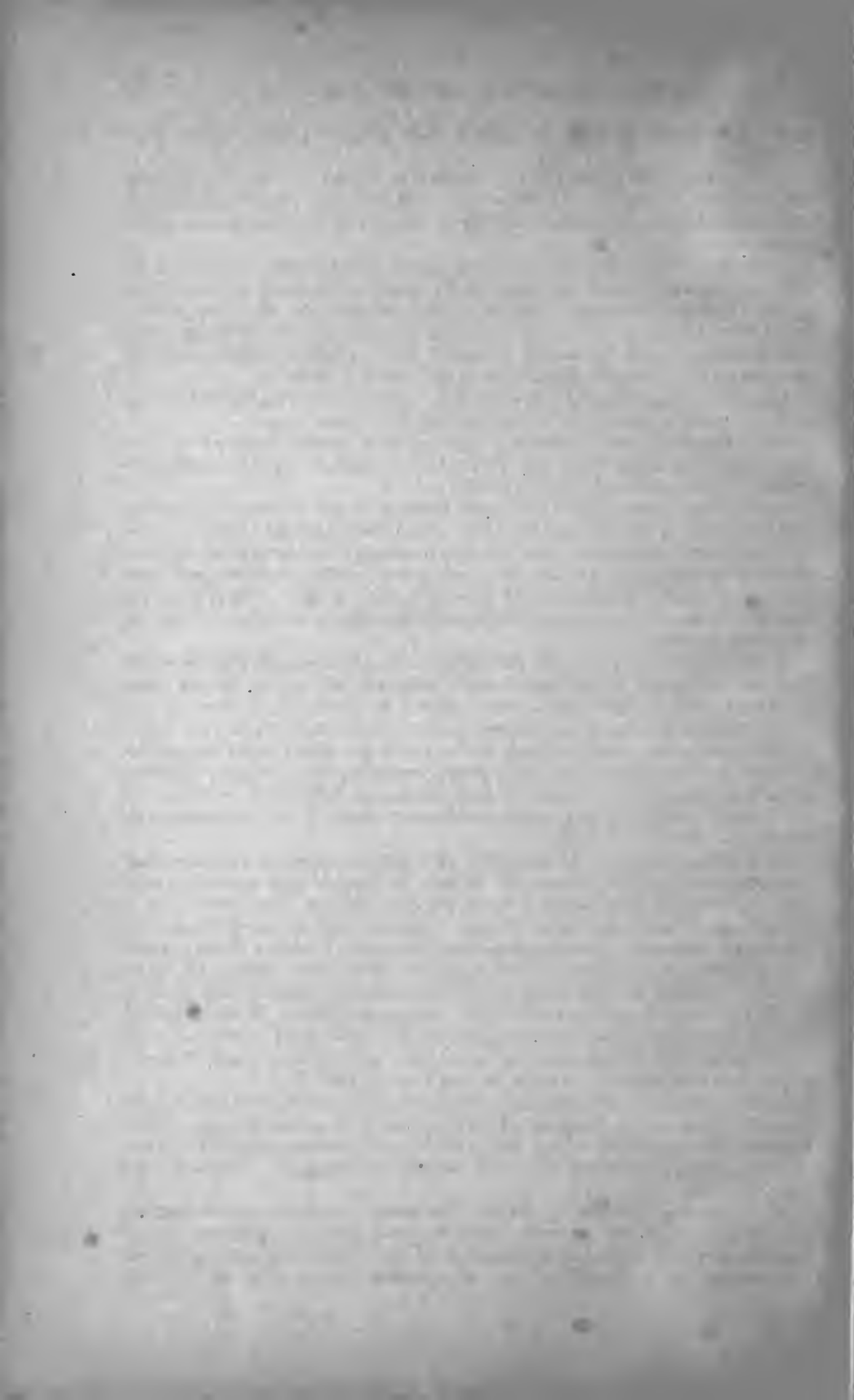
5. *Any vessel at anchor and any vessel aground* in or near a channel or fairway shall at intervals of not more than two minutes ring the bell rapidly for three to five seconds.

6. *Vessels of less than 10 tons registered tonnage*, not being steam vessels, shall not be obliged to give the above-mentioned signals, but if they do not they shall make some other efficient sound signal at intervals of not more than one minute.

7. *Produce boats, fishing boats, rafts*, or other water craft navigating by hand power or by the current of the river, or anchored or moored in or near the channel or fairway and not in any port, and not otherwise provided for in these rules, shall sound a foghorn, or equivalent signal, at intervals of not more than one minute. (Rule 14, act Feb. 8, 1895.)

k. Speed in fog.—Every vessel shall, in thick weather, by reason of fog, mist, falling snow, heavy rainstorms, or other causes, go at moderate speed. A steam vessel hearing, apparently not more than 4 points from right ahead, the fog signal of another vessel shall at once reduce her speed to bare steerageway, and navigate with caution





until the vessels shall have passed each other. (Rule 15, act Feb. 8, 1895.)

1. *Steering and sailing rules* (rules 16, 17, 18, 19, 20, 21, 22, and 23, act Feb. 8, 1895).—These are the same as for vessels navigating the ocean, bays, and sounds, with the following exceptions and additions:

1. *Course*.—In all weathers every steam vessel under way in taking any course authorized or required by these rules shall indicate that course by the following signals on her whistle, to be accompanied whenever required by corresponding alteration of her helm; and every steam vessel receiving a signal from another shall promptly respond with the same signal, or as provided in rule 26:

One blast to mean, "I am directing my course to starboard."

Two blasts to mean, "I am directing my course to port."

But the giving or answering signals by a vessel required to keep her course shall not vary the duties and obligations of the respective vessels. (Rule 23, act Feb. 8, 1895.)

2. *Narrow channels*.—That in all narrow channels where there is a current, and in the Rivers St. Mary, St. Clair, Detroit, Niagara, and St. Lawrence, when two steamers are meeting the descending steamer shall have the right of way, and shall, before the vessels shall have arrived within the distance of one-half mile of each other, give the signal necessary to indicate which side she elects to take. (Rule 24, act Feb. 8, 1895.)

3. *Channels less than 500 feet wide*.—In all channels less than 500 feet in width, no steam vessel shall pass another going in the same direction unless the steam vessel ahead be disabled or signify her willingness that the steam vessel astern shall pass, when the steam vessel astern may pass, subject, however, to the other rules applicable to such a situation. And when steam vessels proceeding in opposite directions are about to meet in such channels, both such vessels shall be slowed down to a moderate speed, according to the circumstances. (Rule 25, act Feb. 8, 1895.)

4. *Passing signals*.—If the pilot of a steam vessel to which a passing signal is sounded deems it unsafe to accept and assent to said signal, he shall not sound a cross signal; but in that case, and in every case where the pilot of one steamer fails to understand the course or intention of an approaching steamer, whether from signals being given or answered erroneously, or from other causes, the pilot of such steamer so receiving the first passing signal, or the pilot so in doubt, shall sound several short and rapid blasts of the whistle; and if the vessels shall have approached within half a mile of each other both shall reduce their speed to bare steerageway, and, if necessary, stop and reverse. (Rule 26, act Feb. 8, 1895.)

5. *Precautions*.—In obeying and construing these rules due regard shall be had to all dangers of navigation and collision and to any special circumstances which may render a departure from the above rules necessary in order to avoid immediate danger. (Rule 27, act Feb. 8, 1895.)

6. *Neglect*.—Nothing in these rules shall exonerate any vessel, or the owner or master or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper lookout, or of a neglect of any precaution which may be required

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by the ordinary practice of seamen, or by the special circumstances of the case. (Rule 28, act Feb. 8, 1895.)

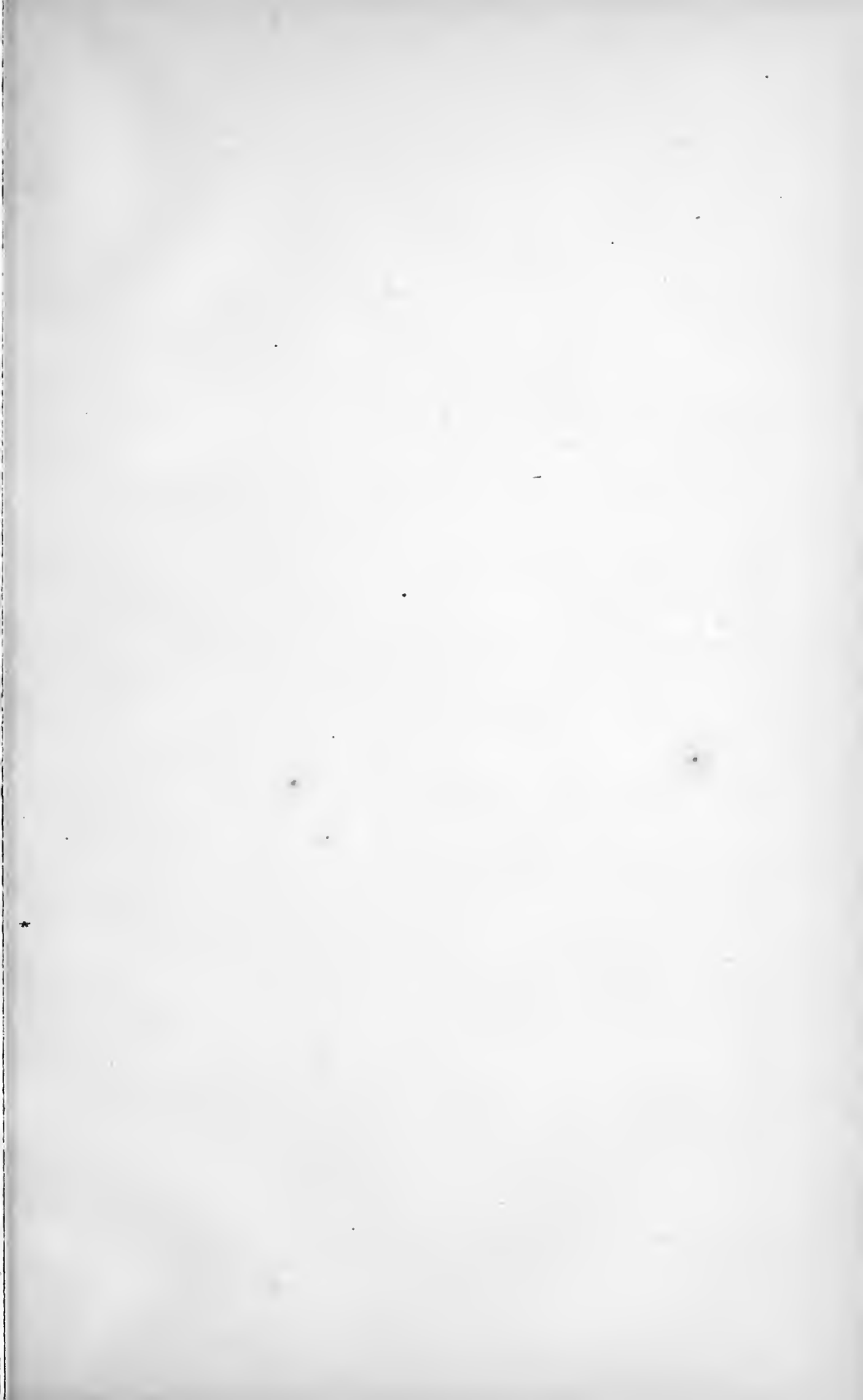
m. Penalty for failure to observe any of the provisions of the act of February 8, 1895, fine not exceeding \$200. The vessel shall be liable for the penalty and may be seized and proceeded against in any district court of the United States. (Act Feb. 8, 1895, sec. 2.)

(27). *River navigation.*—On any steamers navigating rivers only, when, from darkness, fog, or other cause, the pilot or watch shall be of opinion that the navigation is unsafe, or, from accident to or derangement of the machinery of the boat, the chief engineer shall be of the opinion that the further navigation of the vessel is unsafe, the vessel shall be brought to anchor, or moored as soon as it can prudently be done: *Provided*, That if the person in command shall, after being so admonished by either of such officers, elect to pursue such voyage he may do the same; but in such case both he and the owners of such steamer shall be answerable for all damages which shall arise to the person of any passenger, or his baggage, from such causes in so pursuing the voyage, and no degree of care or diligence shall in such case be held to justify or excuse the person in command, or the owners. (R. S. 4487.)

120. **Saloon stores.**—Failure to report, make entry, and pay duties at the first port of arrival on articles purchased at a foreign port by vessels enrolled and licensed to engage in the foreign and coasting trade on the northern, northeastern, and northwestern frontiers, for sale on board the vessel as saloon stores or supplies. Forfeiture of saloon stores, together with the fixtures, etc., found in the saloon or on the vessel, or owner liable to a fine of not less than \$100 and not more than \$500 and imprisonment for not more than two years. Saloon stores are usually carried on vessels for sale to passengers and crew, and should be listed as sea stores and the landing thereof prevented except on payment of the duty and the issuance of a delivery permit therefor. (R. S. 3113; sec. 465, tariff act, 1922.) (*See* Sea stores; Stores.)

121. **Sealing.** (Act Aug. 24, 1912, secs. 1, 2, 3, 6, 7.)

122. **Seals.**—If any unauthorized person affixes or attaches or in any way willfully assists or encourages the affixing or attaching of a customs seal or other fastening to any vessel or vehicle, or of any seal, fastening, or mark purporting to be a customs seal, fastening, or mark; or if any unauthorized person willfully or maliciously removes, breaks, injures, or defaces any customs seal or other fastening placed upon any vessel, vehicle, warehouse, or package containing merchandise or baggage in bond or in customs custody, or willfully aids, abets, or encourages any other person to remove, break, injure, or deface such seal, fastening, or mark; or if any person maliciously enters any bonded warehouse or any vessel or vehicle laden with or containing bonded merchandise with intent unlawfully to remove or cause to be removed therefrom any merchandise or baggage therein, or unlawfully removes or causes to be removed any merchandise or baggage in such vessel, vehicle, or bonded warehouse or otherwise in customs custody or control, or aids or assists therein; or if any person receives or transports any merchandise or baggage unlawfully removed from any such vessel, vehicle, or warehouse, knowing the same to have been unlawfully removed, he shall be





guilty of a felony and liable to the same penalties as are imposed by section 593 of this act. Penalty, forfeiture of merchandise and offender fined not exceeding \$5,000 nor less than \$50, or imprisonment not exceeding two years, or both. (Sec. 598, tariff act, 1922.)

123. Seamen.—(1) The word "seaman" shall include every person (apprentices excepted) who shall be employed or engaged to serve in any capacity on board any vessel belonging to a citizen of the United States. (R. S. 4612.)

(2) Maltreatment of seamen on vessels of the United States by the master or officers of such vessels, or withholding suitable food and nourishment from seamen. Fine not more than \$1,000 or imprisonment not more than five years, or both. (Act Mar. 4, 1909, sec. 291.)

(3) Seamen shipped by master without entering into an agreement in the form and manner prescribed by law. Vessel fined not more than \$200 for each offense. Stowaway: The vessel is not liable if the person so carried to sea secretly stowed away himself without the knowledge of the master or any officer of the vessel, or falsely personated himself to them for the purpose of being carried to sea. (R. S. 4514, 4515.)

124. Seamen (seaman's act).—(1) Corporal punishment of seamen is prohibited on any vessel of the United States. Master or officer violating is liable to imprisonment for not less than three months nor more than two years.

(2) Demanding or receiving compensation for procuring employment for seamen. Penalty, imprisonment not more than six months or fine not more than \$500. (Act Mar. 4, 1915, sec. 11-a.)

(3) Falsely claiming relationship with a seaman to procure pay. Fine not exceeding \$500, or imprisonment not exceeding six months. (Act. Mar. 4, 1915, sec. 11-d.)

(4) Advance of wages and allotment of wages of seamen. Fine of not less than \$25 nor more than \$100 and imprisonment not exceeding six months. (Act Mar. 4, 1915, secs. 11-a and 11-b.)

(5) Willful damage to vessel of the United States, embezzlement or willful damage of any of the stores or cargo, smuggling, etc., by seamen. Forfeiture of wages, reimbursement to master for loss, or imprisonment not more than 12 months. (Act Mar. 4, 1915, secs. 7, 8.)

(See Accident; Assault; Desertion; Perjury; Vessels.)

125. Searches and seizures.—(1) Impeding or obstructing an officer in making searches and seizures, or removing, throwing overboard, or destroying seized property. Fine not more than \$2,000, or imprisonment not more than one year, or both. (Act Mar. 4, 1909, sec. 65.)

(2) Willful refusal of a person driving or in charge of a carriage, vehicle, or beast, or of a person traveling to stop and allow search for goods supposed to have been illegally imported. Fine of not less than \$50 nor more than \$1,000. (R. S. 3061, 3062.)

(3) It shall be the duty of any officer, agent, or other person authorized by law to make seizures of merchandise or baggage subject to seizure for violation of the customs laws to report every such seizure immediately to the collector for the district in which such violation occurred, and to turn over and deliver to such collector any





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vessel, vehicle, merchandise, or baggage seized by him, and to report immediately to such collector every violation of the customs laws. (Sec. 602, tariff act, 1922.)

(4) It is unlawful for the master of any vessel coming into or having arrived at any port of the United States to obstruct or hinder any officer in lawfully going on board that vessel for the purpose of carrying into effect any of the revenue laws of the United States. (R. S. 3068.) The following decisions have been rendered with reference to this article:

a. If a customs officer acts without probable cause in making a seizure, an indictment will not lie for resisting him.

b. A person is not liable for carrying away goods under seizure, unless the seizure has been lawfully made and possession taken and continued by the officer and the goods are carried away forcibly, knowing them to be under seizure.

c. A ship's failure to heed signals from a revenue [Coast Guard] cutter is held to constitute a hindrance and obstruction to the boarding officer.

(5) Officers shall make known, upon being questioned, their official character in making searches and seizures. (R. S. 3071.)

(6) Officers shall seize and secure any vessel or merchandise which shall become liable to seizure by virtue of any law respecting the revenue. (R. S. 3072.) The following decisions have been rendered with reference to this article:

a. It is the right of an officer to seize goods which are suspected to have been introduced into the country in violation of the revenue laws.

b. The collector of revenue is justified in making any seizure where he has reasonable grounds to suspect that a fraud on the revenue or a violation of revenue laws is meditated, and, on showing probable cause for the seizure, the burden of proof is on the claimant.

126. **Sea and ship's stores.**—(1) The manifest of any vessel arriving from a foreign port or place shall separately specify the articles to be retained on board of such vessel as sea stores, ship's stores, or bunker coal, or bunker oil. If any other or greater quantity of sea stores, ship's stores, bunker coal, or bunker oil is found on board of any such vessel than is specified in the manifest, or if any such articles, whether shown on the manifest or not, are landed without a permit therefor issued by the collector, all such articles omitted from the manifest or landed without a permit shall be subject to forfeiture, and the master shall be liable to a penalty equal to the value of the articles. (Sec. 432, tariff act, 1922.)

(2) Failure of the master to report merchandise purchased for use on the vessel, of any vessel enrolled and licensed to engage in the foreign or coasting trade on the northern, northeastern, and northwestern boundaries of the United States, as sea stores. (The waters of Puget Sound and Alaska are not on the northwestern frontier.) Vessel, together with her tackle, apparel, and furniture, is subject to seizure and forfeiture. (R. S. 3111.)

(3) Having articles of dutiable nature, other than reported in report or entry of vessel, as required above, or landing same without

The first of these is the fact that the United States is a young nation, and that its history is a history of growth and development. It is a history of a people who have been able to overcome many difficulties and to build a great nation out of a small colony.

The second of these is the fact that the United States is a nation of immigrants. It is a nation of people who have come from many different parts of the world, and who have brought with them their own customs, languages, and religions. This has made the United States a very diverse and interesting nation.

The third of these is the fact that the United States is a nation of pioneers. It is a nation of people who have been able to overcome many difficulties and to build a great nation out of a small colony. It is a nation of people who have been able to overcome many difficulties and to build a great nation out of a small colony. It is a nation of people who have been able to overcome many difficulties and to build a great nation out of a small colony.

The fourth of these is the fact that the United States is a nation of freedom. It is a nation of people who have been able to overcome many difficulties and to build a great nation out of a small colony. It is a nation of people who have been able to overcome many difficulties and to build a great nation out of a small colony. It is a nation of people who have been able to overcome many difficulties and to build a great nation out of a small colony.

The fifth of these is the fact that the United States is a nation of progress. It is a nation of people who have been able to overcome many difficulties and to build a great nation out of a small colony. It is a nation of people who have been able to overcome many difficulties and to build a great nation out of a small colony. It is a nation of people who have been able to overcome many difficulties and to build a great nation out of a small colony.

The sixth of these is the fact that the United States is a nation of peace. It is a nation of people who have been able to overcome many difficulties and to build a great nation out of a small colony. It is a nation of people who have been able to overcome many difficulties and to build a great nation out of a small colony. It is a nation of people who have been able to overcome many difficulties and to build a great nation out of a small colony.

The seventh of these is the fact that the United States is a nation of justice. It is a nation of people who have been able to overcome many difficulties and to build a great nation out of a small colony. It is a nation of people who have been able to overcome many difficulties and to build a great nation out of a small colony. It is a nation of people who have been able to overcome many difficulties and to build a great nation out of a small colony.



a permit from collector. Articles and vessel, together with her tackle, apparel, and furniture, subject to seizure and forfeiture. (R. S. 3111.)

(4) Failure to pay duty on excess sea stores. Master subject to penalty of a sum not less than \$100 and not more than four times the value of such excess, or such master shall be punished by imprisonment for not less than three months nor more than two years. (R. S. 3112.)

(5) The master of any vessel of the United States documented to engage in the foreign and coasting trade on the northern, northeastern, and northwestern frontiers shall, upon arrival from foreign contiguous territory, file with the manifest of such vessel a detailed list of all supplies or other merchandise purchased in such foreign country for use or sale on such vessel, and also a statement of the cost of all repairs to and all equipment taken on board such vessel. Failure to report any such supplies, merchandise, repairs, or equipment subjects the master or other person having charge of such vessel to a fine of not less than \$100 and not more than \$500, or to imprisonment for not more than two years, or both. (Sec. 465, tariff act, 1922.)

(6) Failure of owner or master of a vessel documented to engage in foreign coasting trade on the northern, northeastern, and northwestern frontiers with contiguous foreign territory to enter and pay duty on the equipments, or any part thereof, including boats, purchased for, or repair parts or materials to be used, or the expenses of repairs made in a foreign country upon the vessel subjects the vessel, with her tackle, apparel, and furniture, to seizure and forfeiture. (R. S. 3114; sec. 466, tariff act, 1922.)

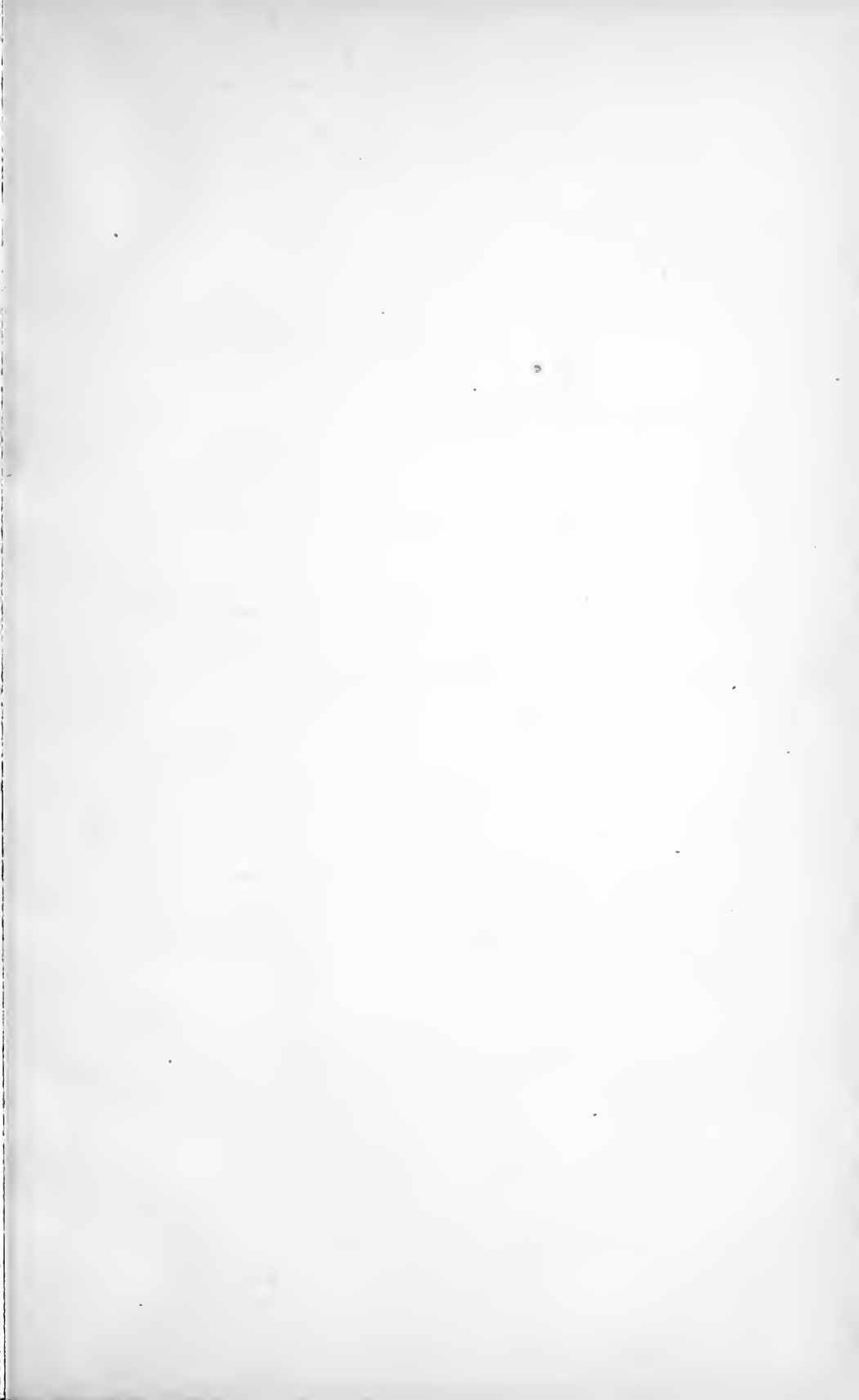
(7) If the owner or master of a vessel engaged in trade as provided in the preceding paragraph furnishes good and sufficient evidence that such vessel, while in the regular course of her voyage, was compelled, by stress of weather or other casualty, to put into such foreign port and purchase such equipments, or make such repairs, to secure the safety of the vessel to enable her to reach her port of destination, then the Secretary of the Treasury is authorized to remit or refund such duties. (R. S. 3115, sec. 466, tariff act, 1922.)

127. **Seized property.**—All vessels, vehicles, merchandise, and baggage seized under the customs laws, laws relating to navigation, registry, enrolling, licensing, entry, and clearance, shall be placed in the custody of the collector of the district in which seized. (Sec. 605, tariff act, 1922.)

128. **Shanghaiing.**—Shanghaiing is the procuring of anyone by force or threats, or while intoxicated or under the influence of any drug, to go on board a vessel to perform labor thereon or to enter into an agreement to do the same. Fine of not more than \$1,000 or imprisonment not more than one year, or both. (Act Mar. 4, 1909, sec. 82.)

129. **Sheath knives.**—The wearing of sheath knives by merchant seamen is prohibited. Penalty, \$50. (R. S. 4608.)

130. **Shoulder gun.**—The gun known as the "shoulder gun" may be used on steamers of 300 tons and under as a means of propelling a line-carrying projectile. This gun is an ordinary breech-loading rifle with barrel shortened and bore smoothed, using a blank cartridge of





45-70 or 50-70, propelling a projectile about 8 inches long weighing about 8 ounces, attached to a line not less than 400 feet in length. Each shoulder gun shall be provided with 3 shot lines, 10 projectiles, at least 25 cartridges, and the other necessary equipment. Each vessel using the shoulder gun shall carry auxiliary thereto, to be used for no other purpose, at least 500 feet of 3-inch manila line. (Sec. 64, p. 103; sec. 55, p. 137, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

131. **Slop chests.**—Failure to keep on a vessel of the United States bound to any foreign port, or on one of 75 tons burden and upward, bound from a port on the Atlantic to a port on the Pacific, or vice versa, a slop chest containing a complement of clothing and full supply of tobacco for sale to the seamen on board. Fine not more than \$500 upon the owner. (R. S. 4569, act June 26, 1884, sec. 11; act June 19, 1886, sec. 13.)

132. **Smuggling.**—(1) Concealment of merchandise without payment of duty in any store, warehouse, or other building upon or near the boundary line between the United States and any foreign country. Penalty, fine of not more than \$5,000, or imprisonment not more than two years, or both. (Sec. 596, tariff act, 1922.)

(2) Receiving or depositing in any building upon the boundary line between the United States and any foreign country, or carrying any merchandise through the same, or aiding therein, in violation of law. Fine of not more than \$5,000, or imprisonment for not more than two years, or both. (Sec. 596, tariff act, 1922.)

(3) If any person knowingly and willfully, with intent to defraud the revenue of the United States, smuggles or clandestinely introduces into the United States any merchandise which should have been invoiced, or makes out or passes, or attempts to pass, through the customhouse any false, forged, or fraudulent invoice, every such person, his, her, or their aiders and abettors, shall be deemed guilty of a misdemeanor, and on conviction thereof shall be fined in any sum not exceeding \$5,000, or imprisoned for any term of time not exceeding two years, or both. (Sec. 593, tariff act, 1922.)

(4) If any person fraudulently or knowingly imports or brings into the United States, or assists in so doing, any merchandise, contrary to law, or receives, conceals, buys, sells, or in any manner facilitates the transportation, concealment, or sale of such merchandise after importation, knowing the same to have been imported or brought into the United States contrary to law, such merchandise shall be forfeited and the offender shall be fined in any sum not exceeding \$5,000 nor less than \$50, or be imprisoned for any time not exceeding two years, or both. (Sec. 593, tariff act, 1922.)

(5) Whenever a vessel or vehicle, or the owner or master, conductor, driver, or other person in charge thereof, has become subject to a penalty for violation of the customs revenue laws of the United States, such vessel or vehicle shall be held for the payment of such penalty and may be seized and proceeded against summarily by libel to recover the same: *Provided*, That no vessel or vehicle used by any person as a common carrier in the transaction of business as such common carrier shall be so held or subject to seizure or forfeiture under the customs laws, unless it shall appear that the owner or master of such vessel or the conductor, driver, or other person in

the vessel shall be provided with 8 shot lines, 10 projectiles, 20 cartridges, and the other necessary equipment. Each vessel shall also carry auxiliary rockets, to be used in no other purpose, at least 500 feet of 3-inch main line. (Sec. 107, act June 26, 1884, act June 26, 1884, sec. 11; 24 Stat. 1820, sec. 18.)

108. Ship charts.—A ship to keep on a vessel of the United States bound to any foreign port, or on one of 75 tons burden and upward, bound from a port on the Atlantic to a port on the Pacific, or vice versa, a ship chart containing a complement of clothing and full supply of tobacco for sale to the seamen on board. (R. S. 1563, act June 26, 1884, sec. 11; 24 Stat. 1820, sec. 18.)

109. Smuggling.—(1) Concealment of merchandise without payment of duty in any store, warehouse, or other building upon or near the boundary line between the United States and any foreign country, Penalty, fine of not more than \$5,000, or imprisonment for not more than two years, or both. (Sec. 596, tariff act, 1932.)

(2) Receiving or depositing in any building upon the boundary line between the United States and any foreign country, or carrying any merchandise through the same, or aiding therein, in violation of law, fine of not more than \$5,000, or imprisonment for not more than two years, or both. (Sec. 596, tariff act, 1932.)

(3) If any person knowingly and willfully, with intent to defraud the revenue of the United States, smuggles or clandestinely introduces into the United States any merchandise which should have been introduced, or makes out or passes or attempts to pass, through the customs any false form, or fraudulent invoice, or every such person, his law, or their agents and abettors, shall be deemed guilty of a misdemeanor, and on conviction thereof shall be fined in any sum not exceeding \$5,000, or imprisoned for any term of time not exceeding two years, or both. (Sec. 597, tariff act, 1932.)

(4) If any person fraudulently or knowingly imports or brings into the United States or assists in so doing any merchandise, contrary to law, or receives, conceals, buys, sells, or in any manner facilitates the transportation, concealment, or sale of such merchandise after importation, knowing the same to have been imported or brought into the United States contrary to law, such merchandise shall be forfeited and the offender shall be fined in any sum not exceeding \$5,000 nor less than \$50, or be imprisoned for any time not exceeding two years, or both. (Sec. 598, tariff act, 1932.)

(5) Whenever a vessel or vehicle, or the owner or master, conductor, driver, or other person in charge thereof, has become subject to a penalty for violation of the customs revenue laws of the United States, such vessel or vehicle shall be held for the payment of such penalty, and may be seized and proceeded against summarily by libel to recover the same. Provided, That no vessel or vehicle used by any person as a common carrier in the transaction of business as such person, carrier shall be so held or subject to seizure or forfeiture unless the customs laws unless it shall appear that the owner or master of such vessel or the conductor, driver, or other person in





charge of such vehicle was at the time of the alleged illegal act a consenting party or privy thereto. (Sec. 594, tariff act, 1922.)

(6) Knowingly and willfully, with intent to defraud the revenue, smuggling or clandestinely introducing into the United States merchandise subject to duty; or making out, passing or attempting to pass through the customhouse a fraudulent invoice, etc. Fine not more than \$5,000 or imprisonment not more than two years, or both. Anyone aiding and abetting is also subject to the penalty. (Sec. 593, tariff act, 1922.)

(7) If merchandise subject to duty or introduced into the United States in any manner contrary to law is found on a vehicle, beast, or person when making search, the merchandise and the vehicle and beast, or either, and the teams or motive power used in conveying it, together with the appurtenances, etc., are subject to seizure. (R. S. 3061, 3062.)

(8) Section 593, tariff act, 1922, makes each of the following acts a misdemeanor:

a. Knowingly and willfully, with intent to defraud the revenue of the United States by smuggling or clandestinely introducing into the United States any goods, wares, or merchandise, subject to duty by law, which should have been invoiced, without paying or accounting for the duty.

b. Making out or passing or attempting to pass through the customhouse any false, forged, or fraudulent invoice.

(9) Section 586 of the tariff act, 1922, makes it unlawful for a vessel to unload cargo without a permit on a vessel bound to the United States, within the limits of any collection district or within 4 leagues of the coast, except under stress of weather, etc.

(10) Section 587 of the tariff act, 1922, makes it unlawful for any vessel to accept merchandise unladen from on board any vessel in violation of section 586. (*See* Baggage; Searches and seizures.)

133. **Sponge fishing.**—The Coast Guard is charged with the enforcement of the sponge fishing act of August 15, 1914. Penalty for violation, \$500.

134. **Steam vessels of the United States.**—(1) Failure to comply with the requirements covering inspections, certificates of inspections, fire buckets, life preservers, licensed officers, passengers, accommodations, exhibit of laws, etc. Fine of \$500 for any violation not specifically provided for. (R. S. 4500; R. S. 4399–4499.)

(2) Failure to have draft marked on stem and stern post of registered vessels. (Act Feb. 21, 1891.)

(3) Failure to have name on stern, on each outboard side of pilot house, if it has such, and in the case of side-wheelers, on the outer side of each wheelhouse. Owner fined \$10 for each name omitted. (R. S. 4495; R. S. 4178, act Feb. 21, 1891, sec. 1; act Jan. 20, 1897, sec. 1.)

(4) Failure to keep on board vessels carrying passengers two copies of the law relating to steam vessels (R. S. 4399–4500) or to exhibit same to any passenger asking for it. Fine of \$20 on the master. (R. S. 4494.)

(5) Failure to keep posted two printed copies of the "Rules of the Road" to be observed by steam vessels in passing each other.

(6) Any person who knowingly and willfully, with intent to defraud the revenue, conveying or clandestinely introducing into the United States merchandise subject to duty, or making out, passing or attempting to pass through the customs a fraudulent invoice, etc. Fine not more than \$5,000 or imprisonment not more than two years or both. Anyone aiding and abetting is also subject to the penalty. (Sec. 793, tariff act, 1922.)

(7) If merchandise subject to duty or introduced into the United States in any manner contrary to law is found on a vehicle, boat or person when making search, the merchandise and the vehicle and boat or other, and the teams or motive power used in conveying it, together with the appliances, etc., are subject to seizure. (R. S. 3062.)

(8) Section 583, tariff act, 1922, makes each of the following acts a misdemeanor:

a. Knowingly and willfully, with intent to defraud the revenue of the United States by smuggling or clandestinely introducing into the United States any goods, wares, or merchandise, subject to duty by law, which should have been invoiced, without paying or accounting for the duty.

b. Making out or passing or attempting to pass through the customs any false, forged, or fraudulent invoice.

(9) Section 586 of the tariff act, 1922, makes it unlawful for a vessel to unload cargo without a permit on a vessel bound to the United States, within the limits of any collection district or within a league of the coast, except under stress of weather, etc.

(10) Section 587 of the tariff act, 1922, makes it unlawful for any vessel to accept merchandise unladen from on board any vessel in violation of section 586. (See Baggage; Seizures and seizures.)

133. *Sponge fishing*.—The Coast Guard is charged with the enforcement of the sponge fishing act of August 15, 1914. Penalties for violation, \$500.

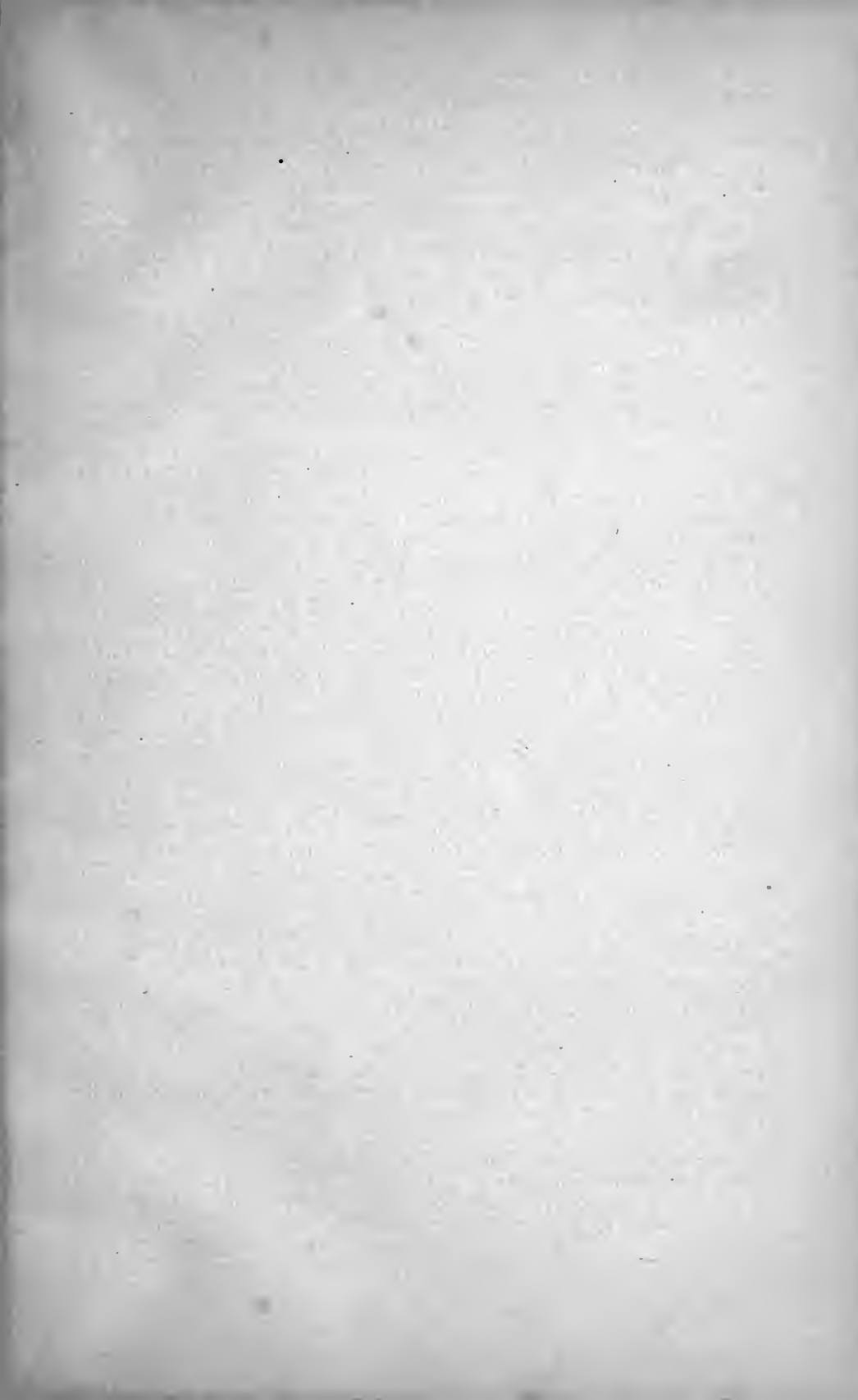
134. *Steam vessels of the United States*.—(1) Failure to comply with the requirements covering inspection and certificates of inspection, fire buckets, life preservers, licensed officers, passengers, accommodations, exhibit of laws, etc. Fine of \$500 for any violation not specifically provided for. (R. S. 4300; R. S. 4330-4340.)

(2) Failure to have draft marked on stern and stern post of registered vessel. (Act Feb. 21, 1901.)

(3) Failure to have name on stern, on each outboard side of pilot house, if it has such, and in the case of side-wheelers, on the outer side of each wheelhouse. Over a fine of \$10 for each name omitted. (R. S. 4495; R. S. 4172, act Feb. 21, 1891, sec. 1; act Jan. 20, 1897, sec. 1.)

(4) Failure to keep on board vessels carrying passengers two copies of the law relating to steam vessels (R. S. 4360-4369) or to exhibit same to any passenger asking for it. Fine of \$20 on the master. (R. S. 4404.)

(5) Failure to have posted two printed copies of the "Rules of the Road" to be observed by steam vessels in passing each other.





Each officer responsible subject to fine of \$50. (R. S. 4412, 4413, act June 7, 1897, secs. 2, 3.)

(6) Failure to keep required number of watchmen on steamer carrying passengers. License of officer in charge revoked and owner fined \$1,000. (R. S. 4477, 4478.)

(7) Navigating without complying with the requirements of inspection, etc. Owner or charterer fined \$500. (R. S. 4499, act Mar. 3, 1905, sec. 4.)

(8) Failure to have (a) convenient stairways for deck passengers to escape to the upper deck in case of sinking or accident endangering life; (b) proper gangways for free passage of passengers, if freight is stowed upon the same deck; (c) to maintain the space set apart for such passengers, free from freight and overcrowding by other persons, etc. Owner fined \$300 for violation of each provision. (R. S. 4484-4486.)

(9) Failure to have proper tiller ropes, bell pulls, and repeaters. Penalty, \$300. (R. S. 4480.)

(10) Navigating without having on board an unexpired certificate of inspection. Fine of \$500 against the vessel. An additional fine of \$100 for each offense if passengers are carried. (R. S. 4421, act Feb. 27, 1877, sec. 1; act June 11, 1906; act June 25, 1910; act Mar. 4, 1915, sec. 1; R. S. 4423; act Mar. 3, 1905, sec. 3; act Mar. 4, 1915, sec. 3; R. S. 4499; act Mar. 3, 1905, sec. 4; act Mar. 4, 1915, sec. 4.)

(11) Navigating without the complement of licensed officers (American citizens) and crew, including certified lifeboat men, required by the certificate of inspection. Owner liable to a fine of \$100 if insufficiently manned, and \$500 if insufficiently officered. (R. S. 4463, act Apr. 2, 1908, sec. 1; act Mar. 3, 1913, sec. 1; act Mar. 4, 1915, sec. 14.)

(12) Inspection of papers is to be open at all times to customs officer. Penalty, \$100. (R. S. 4336.)

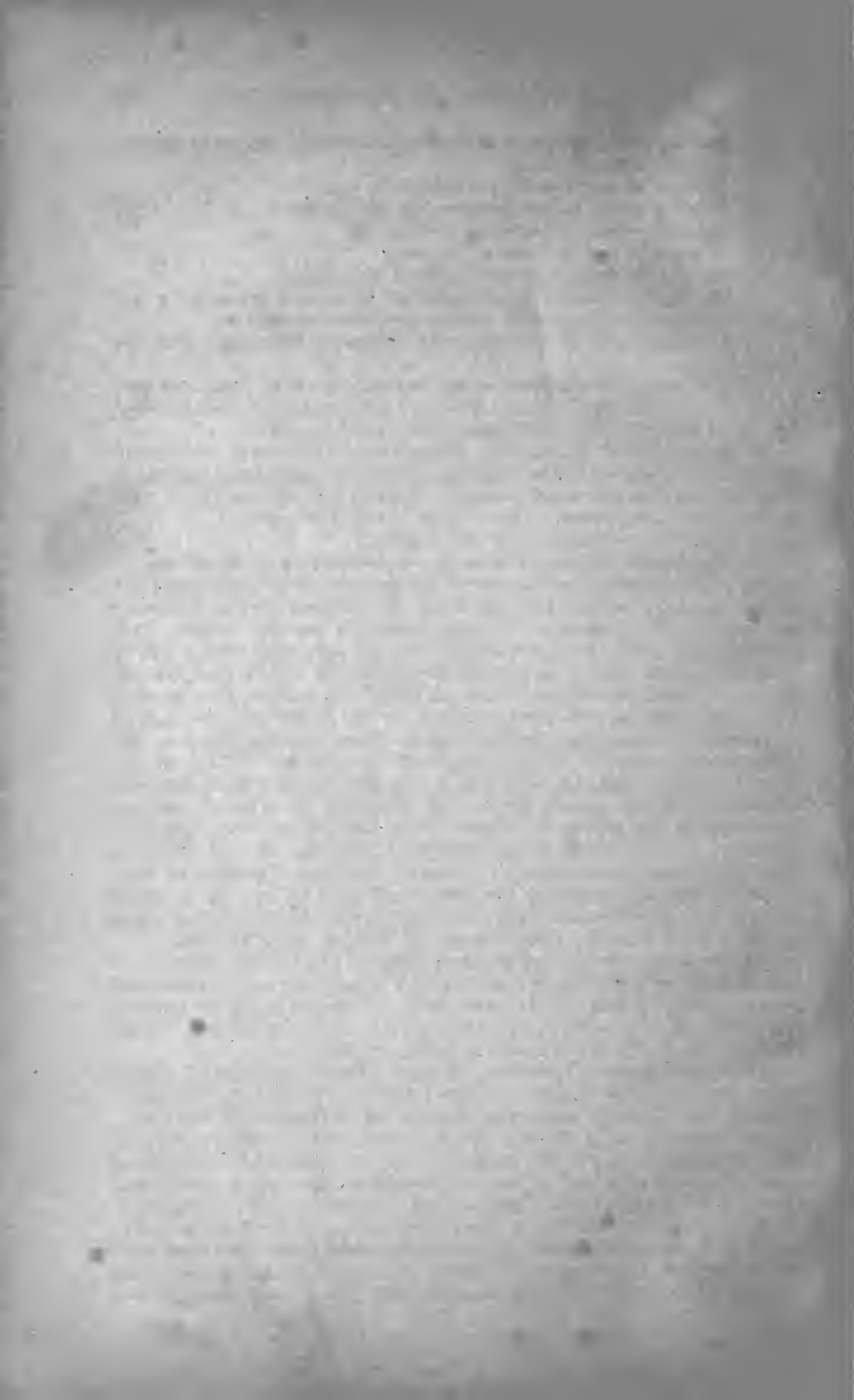
(13) Neglect of master, mate, engineer, or pilot, to post his license (framed under glass) in a conspicuous place on the vessel, within 48 hours after going on duty. Fine, \$100, or revocation of license of the offender. (R. S. 4446, act Feb. 19, 1907.)

(See Licensed officers; Navigation; Passengers; Vessels.)

135. **Steam whistles.**—All steam whistles shall be placed not less than 6 feet above the top of the pilot house of steam vessels where the height of the smokestack will admit the attachment of same below its top, when not hinged for passing under bridges, except upon steamers navigating the Red River of the North, Yukon, and similar rivers, and rivers whose waters flow into the Gulf of Mexico, and steamers of less than 100 gross tons, whose steam whistles shall be placed not less than 2 feet above the tops of their pilot houses; and all double-end ferry steamers, and steamers similarly constructed, shall have a steam whistle both fore and aft of the smokestack, or one steam whistle on either the starboard or port side of the smokestack, so that the steam, when whistle is blown, can be seen from either end of steamer; and it shall be the duty of inspectors to enforce this rule at the annual inspection. (R. S. 4405; sec. 9, p. 172, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

136. **Stowaway.** (See Seamen.)





137. **Surrender of documents.**—Marine documents are to be surrendered in the following cases:

- (a) When a vessel is sold in whole or in part.
- (b) When a vessel is lost or taken by the enemy.
- (c) When a vessel is burnt or broken up
- (d) When altered in form or burden.
- (e) On change from one employment to another.
- (f) On death, removal, or resignation of a chief officer of a corporation whose name appears on the document as owner.
- (g) Upon arrival of a vessel with temporary documents at her home port.

(h) On change of residence of the managing owner from one port to another in the same customs district without change of ownership. (R. S. 4146, 4160, 4170, 4322, 4325; act April 24, 1906.)

(i) *Surrender of temporary documents.*—Temporary documents must be surrendered to the collector within 10 days after arrival at the port to which the vessel belongs. Penalty for failure, fine of \$100 upon owner and master. (R. S. 4160, 4162, 4168, 4323.)

138. **Tax.** (*See* Motor boats and Yachts.)

139. **Territorial waters.**—The only administrative guide to the location of the 3-mile limit seems to be the rule of international law which has been summarized by some law writers in the following language: "The limits of a State extend a marine league, or 3 geographical miles, from the shore over the adjoining ocean, and in ascertaining the line of shore this limit does not follow each narrow inlet or arm of the sea, but when an inlet is so narrow that persons and objects can be discerned across it by the naked eye, the line of territorial jurisdiction stretches across from one headland to the other of such inlet." This general ruling includes within the national territory and, as naturally belonging thereto, all rivers and mouths of rivers, creeks, gulfs, and channels or arms of the sea belonging to the nation by whose lines they are encompassed. To illustrate this principle it has been held that the Bay of Chaleurs was within the jurisdiction of Canada; that the Chesapeake Bay, the headlines of which, at the mouth of the bay, are 12 or more miles apart, and likewise Delaware Bay, are within the jurisdiction of the United States. (Department of Justice, May 26, 1922.)

140. **Tonnage.**—Every documented vessel of the United States shall have a number denoting her net tonnage deeply carved or otherwise permanently marked on her main beam. Failure to do so subjects the vessel to a fine of \$30 on every arrival at a port of the United States. (R. S. 4153; act June 19, 1886, sec. 5.)

141. **United States.**—The term "United States" includes all Territories and possessions of the United States, except the Philippine Islands, the Virgin Islands, and the islands of Guam and Tutuila.

142. **Unlading.**—(1) *Place.*—It shall be unlawful to make entry of any vessel or to unlade the cargo or any part thereof of any vessel elsewhere than at a port of entry: *Provided*, That upon good cause therefor being shown, the Secretary of Commerce may permit entry of any vessel to be made at a place other than a port of entry designated by him, under such conditions as he shall prescribe: *And provided further*, That any vessel laden with merchandise in bulk may proceed after entry of such vessel to any place designated by the

117. *Strongly recommended.*—Marine documents are to be written in the following cases:
- (a) When a vessel is sold in whole or in part.
 - (b) When a vessel is lost or taken by the enemy.
 - (c) When a vessel is burnt or broken up.
 - (d) When altered in form or burden.
 - (e) On change from one employment to another.
 - (f) On death, removal, or resignation of a chief officer of a corporation whose name appears on the document as owner.
 - (v) Upon arrival of a vessel with temporary documents at her home port.
 - (A) On change of residence of the managing owner from one port to another in the same customs district without change of ownership. (R. S. 4146, 4160, 4170, 4222, 4223; act April 24, 1906.)
 - (2) *Transfer of temporary documents.*—Temporary documents must be surrendered to the collector within 10 days after arrival at the port to which the vessel belongs. Penalty for failure, fine of \$100 upon owner and master. (R. S. 4160, 4162, 4222.)
 138. *Tax.* (See Motor boats and Yachts.)
 139. *Territorial waters.*—The only administrative guide to the location of the 3-mile limit seems to be the rule of international law which has been summarized by some law writers in the following language: "The limits of a State extend a marine league, or 3 geographical miles, from the shore over the adjoining ocean, and in ascertaining the line of shore this limit does not follow each narrow inlet or arm of the sea, but when an inlet is so narrow that persons and objects can be discerned across it by the naked eye, the line of territorial jurisdiction stretches across from one headland to the other of such inlet." This general ruling includes within the national territory and as naturally belonging thereto, all rivers and mouths of rivers, creeks, gulfs, and channels or arms of the sea belonging to the nation by whose lines they are encompassed. To illustrate this principle it has been held that the Bay of Chaleur was within the jurisdiction of Canada; that the Chesapeake Bay, the headlines of which, at the mouth of the bay, are 12 or more miles apart, and likewise Delaware Bay, are within the jurisdiction of the United States. (Department of Justice, May 26, 1922.)
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 142. *Unloading.*—(1) *Place.*—It shall be unlawful to make entry of any vessel or to unload the cargo or any part thereof of any vessel elsewhere than at a port of entry. Provided, That upon good cause therefor being shown, the Secretary of Commerce may permit entry of any vessel to be made in a place other than a port of entry designated by him, under such conditions as he shall prescribe: that provided, That any vessel laden with merchandise in bulk may make entry of such vessel to any place designated by the

The first of these is the fact that the United States is a young nation, and its history is therefore a history of growth and development.

The second is the fact that the United States is a nation of immigrants, and its history is therefore a history of the struggle for a common identity.

The third is the fact that the United States is a nation of diverse peoples, and its history is therefore a history of the struggle for equality.

The fourth is the fact that the United States is a nation of free people, and its history is therefore a history of the struggle for liberty.

The fifth is the fact that the United States is a nation of brave people, and its history is therefore a history of the struggle for justice.

The sixth is the fact that the United States is a nation of hardworking people, and its history is therefore a history of the struggle for progress.

The seventh is the fact that the United States is a nation of people who love their country, and its history is therefore a history of the struggle for unity.

The eighth is the fact that the United States is a nation of people who are proud of their country, and its history is therefore a history of the struggle for honor.

The ninth is the fact that the United States is a nation of people who are loyal to their country, and its history is therefore a history of the struggle for faith.

The tenth is the fact that the United States is a nation of people who are devoted to their country, and its history is therefore a history of the struggle for love.

The eleventh is the fact that the United States is a nation of people who are brave, and its history is therefore a history of the struggle for courage.

The twelfth is the fact that the United States is a nation of people who are hardworking, and its history is therefore a history of the struggle for industry.

The thirteenth is the fact that the United States is a nation of people who are free, and its history is therefore a history of the struggle for independence.

The fourteenth is the fact that the United States is a nation of people who are brave, and its history is therefore a history of the struggle for valor.

The fifteenth is the fact that the United States is a nation of people who are hardworking, and its history is therefore a history of the struggle for diligence.

The sixteenth is the fact that the United States is a nation of people who are free, and its history is therefore a history of the struggle for liberty.

The seventeenth is the fact that the United States is a nation of people who are brave, and its history is therefore a history of the struggle for courage.

The eighteenth is the fact that the United States is a nation of people who are hardworking, and its history is therefore a history of the struggle for industry.

The nineteenth is the fact that the United States is a nation of people who are free, and its history is therefore a history of the struggle for independence.

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The twenty-fourth is the fact that the United States is a nation of people who are hardworking, and its history is therefore a history of the struggle for industry.



Secretary of the Treasury for the purpose of unlading such cargo, under the supervision of customs officers if the collector shall consider the same necessary, and in such cases the compensation and expenses of such officers shall be reimbursed to the Government by the party in interest. (Sec. 447, tariff act, 1922.)

(2) *Preliminary entry—Permit.*—Except as provided for vessels not required to enter (see sec. 441 of the tariff act of 1922), no merchandise, passengers, or baggage shall be unladen from any vessel or vehicle arriving from a foreign port or place until entry of such vessel or report of the arrival of such vehicle has been made and a permit for the unlading of the same issued by the collector: *Provided*, That the master may make a preliminary entry of a vessel by making oath or affirmation to the truth of the statements contained in the vessel's manifest and delivering the manifest to the customs officer who boards such vessel, but the making of such preliminary entry shall not excuse the master from making formal entry of his vessel at the customhouse, as provided by this act. After the entry, preliminary or otherwise, of any vessel or report of the arrival of any vehicle, the collector may issue a permit to the master of the vessel, or to the person in charge of the vehicle, to unlade merchandise or baggage, but merchandise or baggage so unladen shall be retained at the place of unlading until entry therefor is made and a permit for its delivery granted, and the owners of the vessel or vehicle from which any imported merchandise is unladen prior to entry of such merchandise shall be liable for the payment of the duties accruing on any part thereof that may be removed from the place of unlading without a permit therefor having been issued. Any merchandise or baggage so unladen from any vessel or vehicle for which entry is not made within 48 hours, exclusive of Sunday and holidays, from the time of entry of the vessel or report of the vehicle, unless a longer time is granted by the collector, as provided in section 484, shall be sent to the public stores and held as unclaimed at the risk and expense of the consignee in the case of merchandise and of the owner in the case of baggage, until entry thereof is made. (Sec. 448, tariff act, 1922.)

(3) *Sundays and holidays.*—No merchandise, baggage, or passengers arriving in the United States from any foreign port or place, and no bonded merchandise or baggage being transported from one port to another, shall be unladen from the carrying vessel or vehicle on Sunday, a holiday, or at night, except under special license granted by the collector under such regulations as the Secretary of the Treasury may prescribe. (Sec. 450, tariff act, 1922.)

(4) *Bond.*—The master may be required to give bond, fixed by the collector, conditioned to indemnify the United States for any loss that may accrue by reason of granting any special license to unlade. (Sec. 451, tariff act, 1922.)

(5) *Lading.*—No merchandise or baggage entered for transportation under bond or for exportation with the benefit of drawback, or other merchandise or baggage required to be laden under customs supervision, shall be laden on any vessel or vehicle at night or on Sunday or a holiday, except under special license therefor to be issued by the collector under the same conditions and limitations as pertain to the unlading of imported merchandise or merchandise being transported in bond. (Sec. 452, tariff act, 1922.)

for the purpose of unloading such cargo. The supervision of customs officers if the collector shall consent the same may, and in such cases the compensation and expenses of such officers shall be reimbursed to the Government by the party in interest. (Sec. 447, tariff act, 1922.)

(2) *Permit to land.*—Except as provided for vessels not required to enter (see sec. 441 of the tariff act of 1922), no merchandise, passengers, or baggage shall be unladen from any vessel or vehicle arriving from a foreign port or place until entry of such vessel or report of the arrival of such vehicle has been made and a permit for the unloading of the same issued by the collector. Provided, That the master may make a preliminary entry of a vessel by making oath or affirmation to the truth of the statements contained in the vessel's manifest and delivering the manifest to the customs officer who boards such vessel, but the making of such preliminary entry shall not excuse the master from making formal entry of his vessel at the customhouse, as provided by this act. After the entry, preliminary or otherwise, of any vessel or report of the arrival of any vehicle, the collector may issue a permit to the master of the vessel, or to the person in charge of the vehicle, to unload merchandise or baggage, but merchandise or baggage so unladen shall be retained at the place of unloading until entry therefor is made and a permit for its delivery granted, and the owners of the vessel or vehicle from which any imported merchandise is unladen prior to entry of such merchandise shall be liable for the payment of the duties accruing on any part thereof that may be removed from the place of unloading without a permit therefor having been issued. Any merchandise or baggage so unladen from any vessel or vehicle for which entry is not made within 48 hours, exclusive of Sunday and holidays, from the time of entry of the vessel or report of the vehicle, unless a longer time is granted by the collector, as provided in section 484, shall be sent to the public stores and held as unclaimed at the risk and expense of the consignee in the case of merchandise and of the owner in the case of baggage, until entry therefor is made. (Sec. 448, tariff act, 1922.)

(3) *Sundays and holidays.*—No merchandise, baggage, or passengers arriving in the United States from any foreign port or place and no bonded merchandise or baggage being transported from one port to another shall be unladen from the arriving vessel or vehicle on Sunday, a holiday, or at night, except under special license granted by the collector under such regulations as the Secretary of the Treasury may prescribe. (Sec. 450, tariff act, 1922.)

(4) *Bond.*—The master may be required to give bond, fixed by the collector, conditioned to indemnify the United States for any loss that may accrue by reason of granting any special license to unload. (Sec. 451, tariff act, 1922.)

(5) *Landings.*—No merchandise or baggage entered for transportation under bond or for exportation with the benefit of drawback or other merchandise or baggage required to be taken under customs supervision shall be laden on any vessel or vehicle at night or on Sunday or a holiday, except under special license therefor to be granted by the collector under the same conditions and limitations as to the unloading of imported merchandise or merchandise being transported in bond. (Sec. 452, tariff act, 1922.)





(6) *Penalty for violation.*—If any merchandise or baggage is laden on, or unladen from, any vessel or vehicle without a special license or permit therefor issued by the collector, the master of such vessel or the person in charge of such vehicle and every other person who knowingly is concerned, or who aids therein, or in removing or otherwise securing such merchandise or baggage, shall each be liable to a penalty equal to the value of the merchandise or baggage so laden or unladen, and such merchandise or baggage shall be subject to forfeiture, and if the value thereof is \$500 or more, the vessel or vehicle on or from which the same shall be laden or unladen shall be subject to forfeiture. (Sec. 453, tariff act, 1922.)

143. *Unlawful unloading.*—The master of any vessel from a foreign port or place who allows any merchandise (including sea stores) to be unladen from such vessel at any time after its arrival within 4 leagues of the coast of the United States and before such vessel has come to the proper place for the discharge of such merchandise, and before he has received a permit to unlade, shall be liable to a penalty equal to twice the value of the merchandise but not less than \$1,000, and such vessel and the merchandise shall be subject to seizure and forfeiture: *Provided*, That whenever any part of the cargo or stores of a vessel has been unladen or transshipped because of accident, stress of weather, or other necessity, the master of such vessel shall, as soon as possible thereafter, notify the collector of the district within which such unloading or transshipment has occurred, or the collector within the district at which such vessel shall first arrive thereafter, and shall furnish proof that such unloading or transshipment was made necessary by accident, stress of weather, or other unavoidable cause, and if the collector is satisfied that the unloading or transshipment was, in fact, due to accident, stress of weather, or other necessity the penalties above described shall not be incurred. (Sec. 586, tariff act, 1922.)

144. *Unlawful transshipment.*—If any merchandise (including sea stores) unladen in violation of the provisions of section 586 of this act is transshipped to or placed in or received on any other vessel, the master of the vessel on which such merchandise is placed, and any person aiding or assisting therein, shall be liable to a penalty equal to twice the value of the merchandise, but not less than \$1,000, and such vessel and such merchandise shall be liable to seizure and forfeiture. (Sec. 587, tariff act, 1922.)

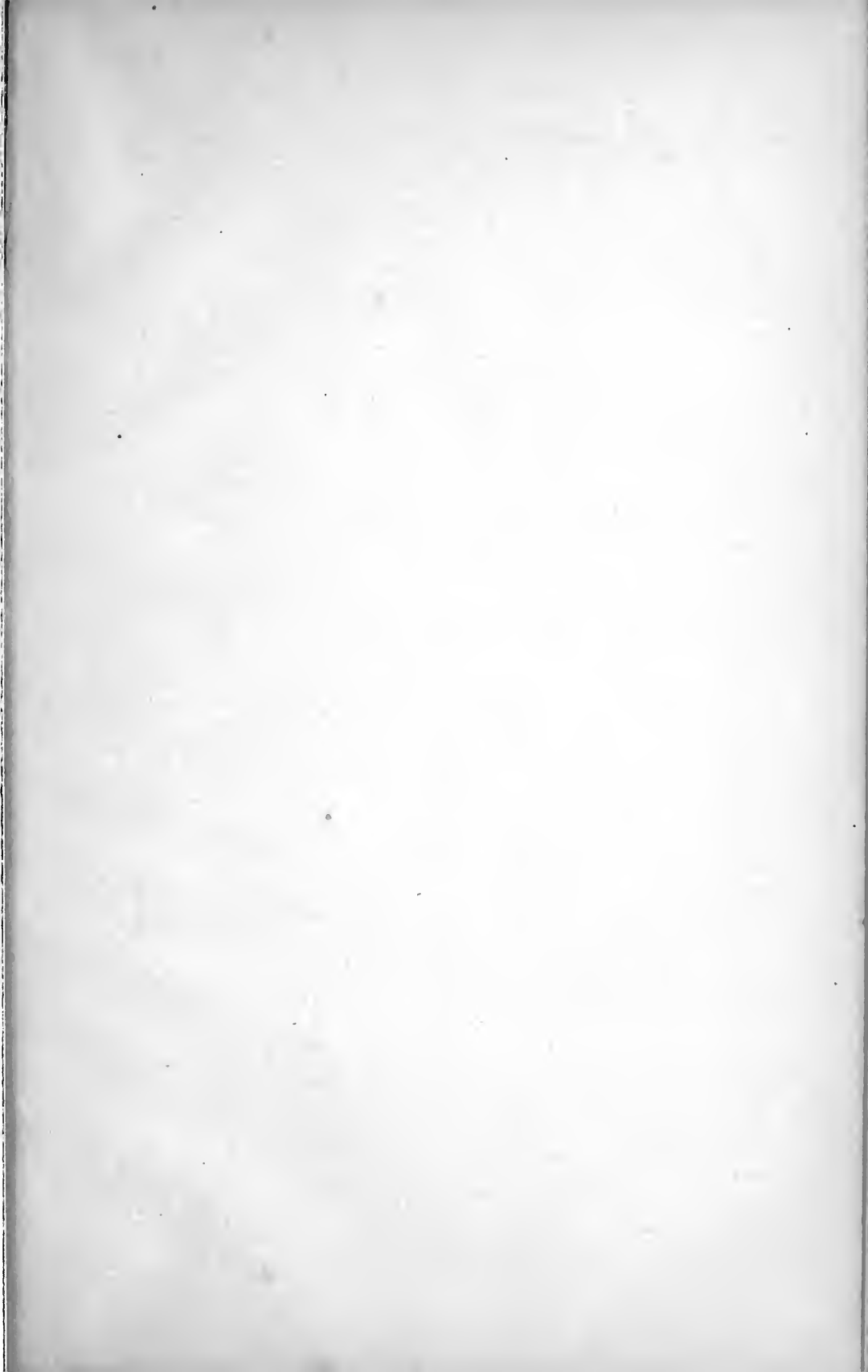
145. *Vehicle.*—The word "vehicle" includes every description of carriage or other contrivance used, or capable of being used, as a means of transportation on land, or through the air.

146. *Vessel.*—(1) The word "vessel" includes every description of water craft or other contrivance used, or capable of being used, as a means of transportation in water or in water and in air.

(2) No master, owner, or agent shall change the name of any vessel of the United States, or by any device, advertisement, or contrivance deceive or attempt to deceive the public or any agent of the United States or other person as to its true name. Penalty, forfeiture of the vessel. (R. S. 4179.)

(3) Departing for a foreign port without clearance. Master liable to a fine of \$500. (R. S. 4197.)

(4) Departing, or attempting to depart, without clearance, in violation of neutrality. Owner, master, or person having charge of ves-





sel liable to a fine of not more than \$10,000, or to imprisonment not exceeding five years, or both. The vessel, her tackle, apparel, furniture, equipment, and cargo, are subject to seizure and forfeiture. (Act June 15, 1917, Title V, secs. 5 and 6.)

(5) Failure of a vessel at anchor to display the lights required by law. Fine of \$200 against the vessel. (Act June 7, 1897, sec. 4.)

(6) Failure to have the vessel inspected under the passenger act of 1882, if carrying immigrant (steerage) passengers from the United States to foreign countries (except foreign contiguous territory), or from ports of the United States on the Atlantic Ocean or its tributaries to ports on the Pacific Ocean or its tributaries, or vice versa. (Passenger act of 1882.) This applies whether the voyage between the Atlantic and Pacific ports is continuous from port to port, or the passengers are conveyed in part by way of any overland route through Mexico or Central America. (Act Aug. 2, 1882, sec. 12.) Clearance shall be withheld pending compliance with the law; and if the vessel sails without clearance the master may be fined not exceeding \$1,000 and imprisoned not exceeding one year, and the vessel will be liable to seizure and forfeiture. (Sec. 12 of the above-mentioned act; see also sec. 1 of said act as amended by act of Dec. 19, 1908.)

(7) Failure to have home port and name on documented vessels (yachts excepted). Fine upon the owner of \$10 for each name omitted. (R. S. 4178, act Feb. 21, 1891; act Jan. 20, 1897; act June 26, 1884, sec. 21.)

(8) Failure to have net tonnage carved or marked on documented vessels. Fine on vessel of \$30 on each arrival at a port of the United States. (R. S. 4153, act June 19, 1886, sec. 5.)

(9) Failure to have official number carved or marked on documented vessels. Fine on vessel of \$30 on each arrival at a port of the United States. (R. S. 4177, act July 5, 1884; act June 19, 1886, sec. 6.)

(10) Vessels licensed as pleasure yachts, transporting merchandise or carrying passengers for pay. Forfeiture of the vessel. (R. S. 4214, acts Mar. 3, 1883, sec. 1; Jan. 16, 1895, sec. 4; Aug. 20, 1912; R. S. 4218.)

(11) If any vessel or vehicle from a foreign port or place arrives within the limits of any collection district and departs, or attempts to depart, except from stress of weather or other necessity, without making a report or entry under the provisions of this act, or if any merchandise is unladen therefrom before such report or entry, the master of such vessel shall be liable to a penalty of \$5,000, and the person in charge of such vehicle shall be liable to a penalty of \$500, and any such vessel or vehicle shall be subject to forfeiture, and any customs or Coast Guard officer may cause such vessel or vehicle to be arrested and brought back to the most convenient port of the United States. (Sec. 585, tariff act, 1922.)

(12) Vessel in foreign trade, master failing to report arrival within 24 hours, and to make entry thereof within 48 hours after arrival. Master fined \$1,000. (Sec. 433, tariff act, 1922.)

(13) Vessel in United States merchant marine failing to provide seamen with separate berths, etc. Owner liable to a fine of not less than \$50 nor more than \$500. (Acts Mar. 3, 1897, sec. 2; Mar. 4, 1915, sec. 6.)

of more than \$10,000, or to imprisonment not less than five years, or both. The vessel, tackle, apparel, furniture, equipment, and cargo, are subject to seizure and forfeiture. (Act June 15, 1911, Title V, sec. 5 and 6.)

(5) Failure of a vessel at anchor to display the lights required by law. Fine of \$200 against the vessel. (Act June 15, 1911, sec. 6.)

(6) Failure to have the vessel inspected under the passenger act of 1882, if carrying immigrants (stevedores) passengers from the United States to foreign countries (except foreign countries for-ty, or from ports of the United States on the Atlantic Ocean or its tributaries or ports on the Pacific Ocean or its tributaries or vice versa. (Passenger act of 1882.) This applies whether the voyage between the Atlantic and Pacific ports is continuous from port to port, or the passengers are conveyed in part by way of any overland route through Mexico or Central America. (Act June 15, 1884, sec. 12.) Clearance shall be withheld pending compliance with the law; and if the vessel sails without clearance the master may be fined not exceeding \$1,000 and imprisoned not exceeding one year; and the vessel will be liable to seizure and forfeiture. (Sec. 12 of the above-mentioned act; see also sec. 1 of said act as amended by act of June 19, 1906.)

(7) Failure to have home port and name on documented vessels (rights excepted). Fine upon the owner of \$10 for each name omitted. (R. S. 4178, act Feb. 21, 1891; act Jan. 20, 1897; act June 20, 1884, sec. 21.)

(8) Failure to have net tonnage carved or marked on documented vessels. Fine on vessel of \$30 on each arrival at a port of the United States. (R. S. 4153, act June 19, 1886, sec. 2.)

(9) Failure to have official number carved or marked on documented vessels. Fine on vessel of \$30 on each arrival at a port of the United States. (R. S. 4177, act July 5, 1884; act June 19, 1886, sec. 6.)

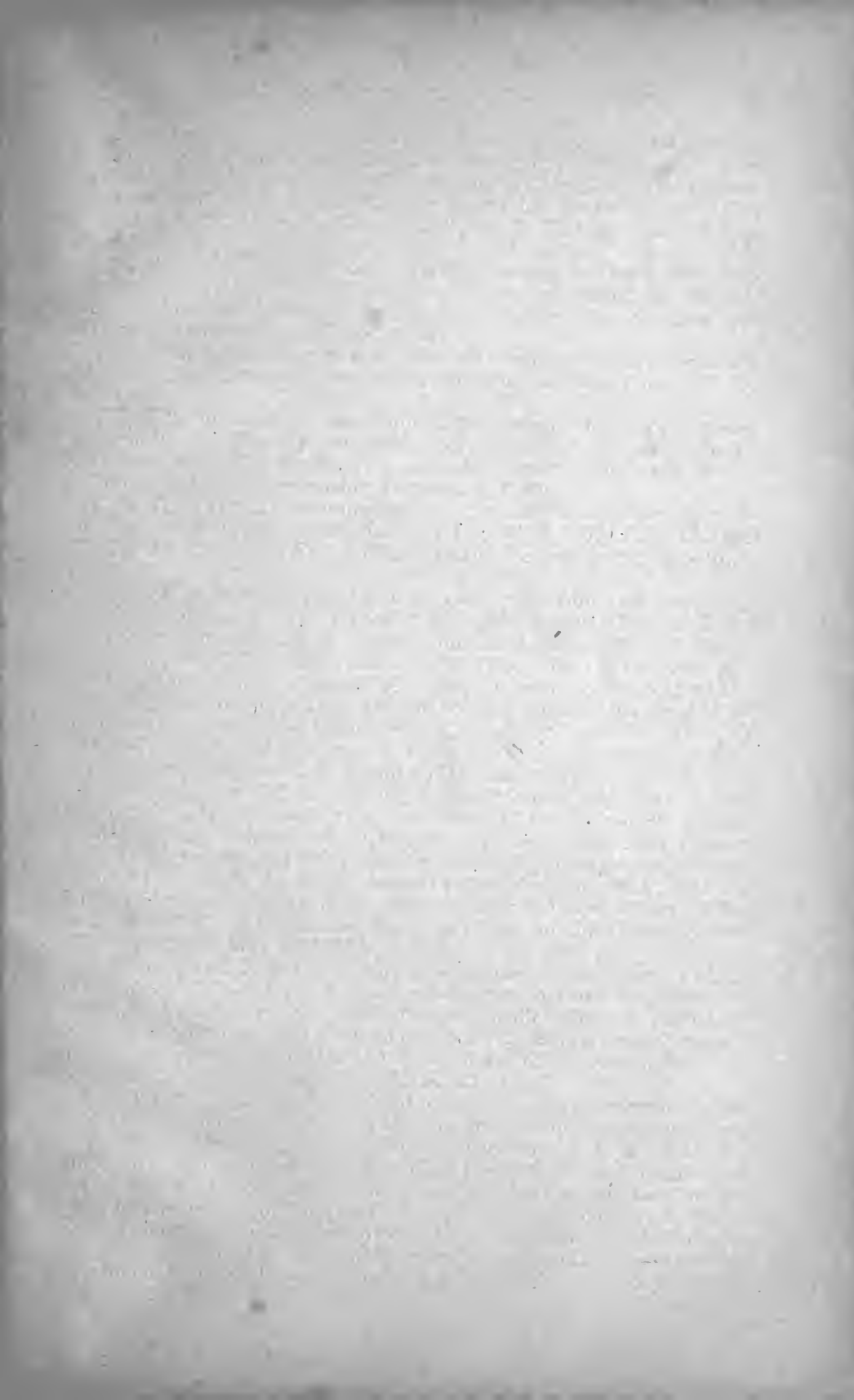
(10) Vessel licensed as pleasure yacht, transport, and not carrying or carrying passengers for pay. Forfeiture of the vessel. (R. S. 4214, act Jan. 3, 1888, sec. 1; Jan. 16, 1895, sec. 4; June 20, 1912, R. S. 4218.)

(11) If any vessel or vehicle from a foreign port or place arrives within the limits of any collection district and reports or attempts to depart, except from stress of weather or other necessity, without making a report or entry under the provisions of this act, or if any merchandise is unladen therefrom before such report or entry, the master of such vessel shall be liable to a penalty of \$5,000, and the person in charge of such vehicle shall be liable to a penalty of \$500, and any such vessel or vehicle shall be subject to forfeiture, and any customs or Coast Guard officer may cause such vessel or vehicle to be arrested and brought back to the most convenient port of the United States. (Sec. 588, tariff act, 1922.)

(12) Vessel in foreign trade, master failing to report arrival within 24 hours and to make entry thereof within 48 hours after arrival. Master fined \$1,000. (Sec. 438, tariff act, 1922.)

(13) Vessel in United States merchant marine failing to provide stowage with separate berths, etc. Owner liable to a fine of not less than \$50 nor more than \$500. (Acts Mar. 3, 1907, sec. 2; Mar. 4,

1914, sec. 6.)





(14) Vessel of the United States, and foreign vessels leaving without having the prescribed life-saving appliances, etc. Fine against owner of not less than \$500 nor more than \$5,000 and against the master of not less than \$50 nor more than \$500. (R. S. 4488, acts Mar. 2, 1899, sec. 1; Mar. 3, 1905, sec. 3; Mar. 4, 1915, sec. 14; June 12, 1916.)

(15) Vessel proceeding on a foreign voyage without first surrendering enrollment and license and being registered by the collector. The vessel and the merchandise carried therein liable to seizure and forfeiture. (R. S. 4337.)

(16) Failure to report sale of vessel to aliens. Penalty, forfeiture of vessel, together with her tackle, apparel, and furniture. (R. S. 4172.)

(17) The unnecessary sounding of the steam whistle of a vessel is prohibited. Penalty, suspension of license of master. (R. S. 4405; act Feb. 8, 1907; Rule IX, sec. 14, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

(18) The carrying of unnecessary lights on steam vessels is prohibited. Penalty, license revoked. (R. S. 4405, 4450; Rule IX, sec. 15, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

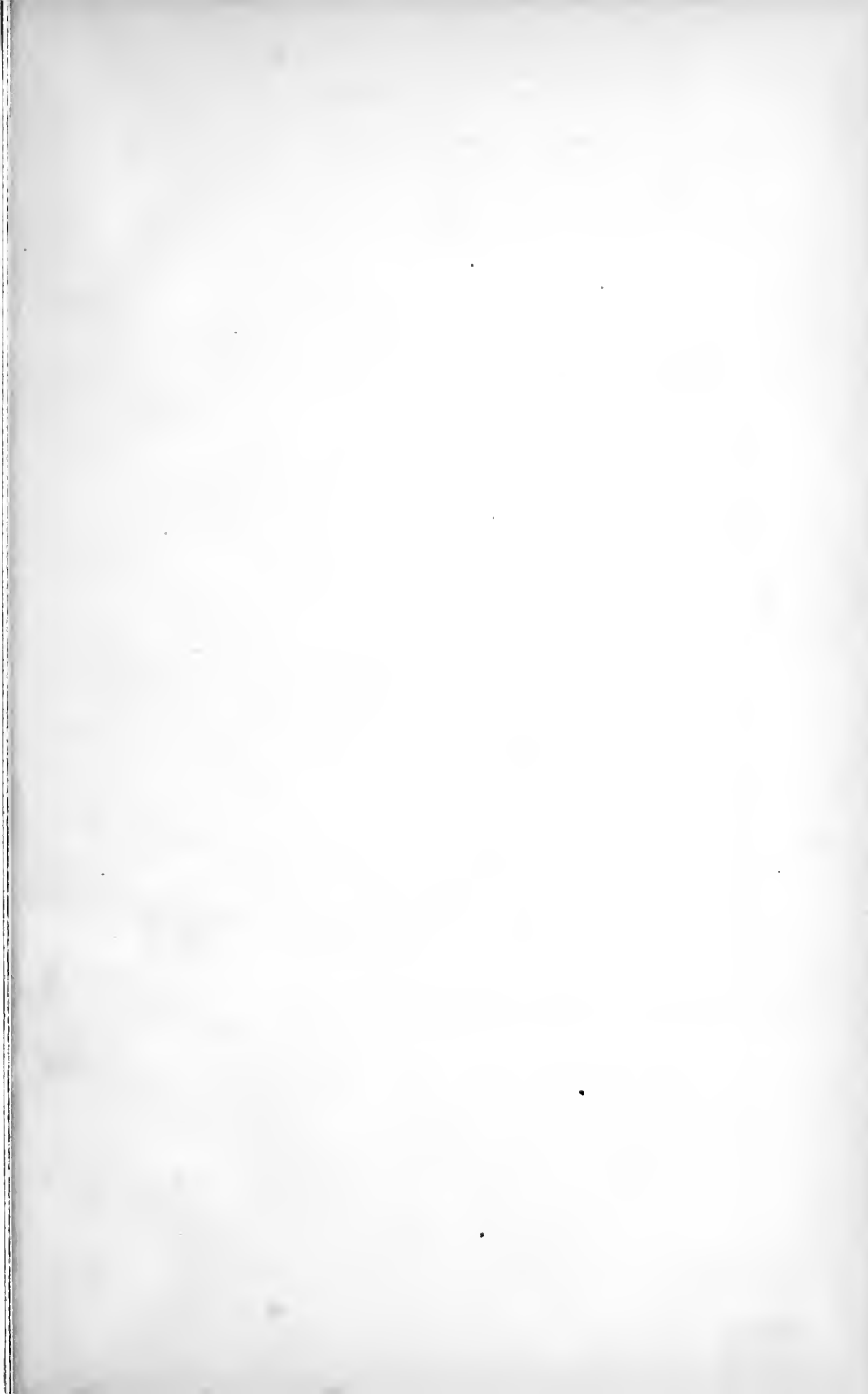
(19) Flashing the searchlight into the pilot house of a passing vessel is prohibited. (R. S. 4405; Rule IX, sec. 12, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

147. Vessel of the United States.—(1) The words "vessel of the United States" mean a vessel belonging in whole or in part to the United States, or any citizen thereof, or any corporation created by or under the laws of the United States, or of any State, Territory, or District thereof. (Act Mar. 4, 1909, sec. 310.)

(2) Vessels registered pursuant to law, and no others, except such as shall be duly qualified according to law for carrying on the coasting or fishing trade, shall be deemed vessels of the United States, and entitled to the benefits and privileges appertaining to such vessels; but no such vessel shall enjoy such benefits and privileges longer than it shall continue to be wholly owned by a citizen or citizens of the United States or a corporation created under the laws of any of the States thereof, and be commanded by a citizen of the United States. (R. S. 4131; act May 28, 1896.)

(3) Vessels of 20 tons and upward, enrolled in pursuance of this title [R. S. 4311–4390], and having a license in force, or vessels of less than 20 tons, which, although not enrolled, have a license in force, as required by this title, and no others, shall be deemed vessels of the United States entitled to the privileges of vessels employed in the coasting-trade or fisheries. (R. S. 4311.)

148. Warrant.—If any officer authorized to make searches and seizures shall have cause to suspect the presence in any dwelling house, store, or other building or place of any merchandise upon which the duties have not been paid, or which has been otherwise brought into the United States contrary to law, he may make application, under oath, to any justice of the peace, to any municipal, county, State or Federal judge, or to any United States commissioner, and shall thereupon be entitled to a warrant to enter such dwelling house in the daytime only, or such store or other place at night or by day, and to





search for and seize such merchandise: *Provided*, That if any such house, store, or other building, or place in which such merchandise shall be found, is upon or within 10 feet of the boundary line between the United States and a foreign country, such portion thereof as is within the United States may forthwith be taken down or removed. (Sec. 595, tariff act, 1922.) The following decisions have been rendered with reference to warrants:

(a) The warrant is a protection to officers from liability.

(b) In a suit for forfeiture the Government must prove that the goods were concealed.

(c) A warrant for the seizure of smuggled goods merely describing the goods seized as goods, wares, and merchandise, in a certain place, is insufficient.

149. **Watchmen.**—(1) All steamers navigating the ocean during the nighttime shall have a lookout at all times at or near the bow and one watchman in each cabin and steerage. (R. S. 4477.)

(2) All watchmen shall be under the direct charge of the master or officer in command of the vessel, and each shall report to the officer in command at the pilot house at fixed intervals of not longer than every hour. (R. S. 4477.)

(3) All passenger steamers shall, in addition to the regular pilot on watch, have one of the crew also on watch, in or near the pilot house; and this rule applies to all steamers navigating in the nighttime.

(Secs. 9, 10, 11, p. 179, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

150. **Water lights, self-igniting.**—The self-igniting water lights for ring buoys shall consist of a cylinder made of the best grade of 107-pound tin plate or equally efficient material, painted on the outside with not less than two coats of the best oil paint of zinc or lead base, and shall be so designed as to be nonexplosive, and shall be free from any defects which may affect the serviceability or operation of the light. The cylinder shall be sufficiently weighted in the bottom to recover and maintain an upright position in the water, and all circumferential and horizontal seams of the cylinder shall be hook jointed and soldered, and the top circumferential seam shall be flush, so as to prevent the lodgment of water. (Sec. 57, p. 100, sec. 48, p. 134, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

151. **Whaling vessels.**—Vessels engaged in whaling under a registry are entitled to the privileges accorded fishing vessels under enrollment and license. (R. S. 4339.)

152. **Yachts.**—(1) Yachts and motor boats not designed for trade, fishing, or national defense, and pleasure boats are subject to a special tax each year as noted in the following paragraphs. (Act Feb. 24, 1919, sec. 1003.) Every person liable to this tax must file a return with the collector of the district. Failure to file this return makes a person liable to a penalty of \$100. Returns are not required with respect to boats not over 5 tons (net) and not over 32 feet in length, nor with respect to boats specifically exempt under the law. When the tax is paid a special tax stamp indicating payment and a card certificate showing the name or other description of the boat is issued. The card certificate must be kept on board whenever

such goods as are found in the possession of any person, or in any place in which such merchandise is found, within 10 feet of the boundary line between the United States and a foreign country, such portion thereof as is found in the United States may forthwith be taken down or removed. The following decisions have been rendered with reference to warrants:

A warrant is a protection to officers from liability. A writ for forfeiture the Government must prove that the goods were concealed.

A warrant for the seizure of smuggled goods merely describes the goods seized as goods, wares, and merchandise, in a certain manner, and is insufficient.

Watchmen.—(1) All steamers navigating the ocean during the day shall have a lookout at all times at or near the bow and stern, and a watchman in each cabin and stateroom. (R. S. 4477.)

(2) All watchmen shall be under the direct charge of the master or officer in command of the vessel, and each shall report to the officer in command at the pilot house at fixed intervals of not longer than every hour. (R. S. 4477.)

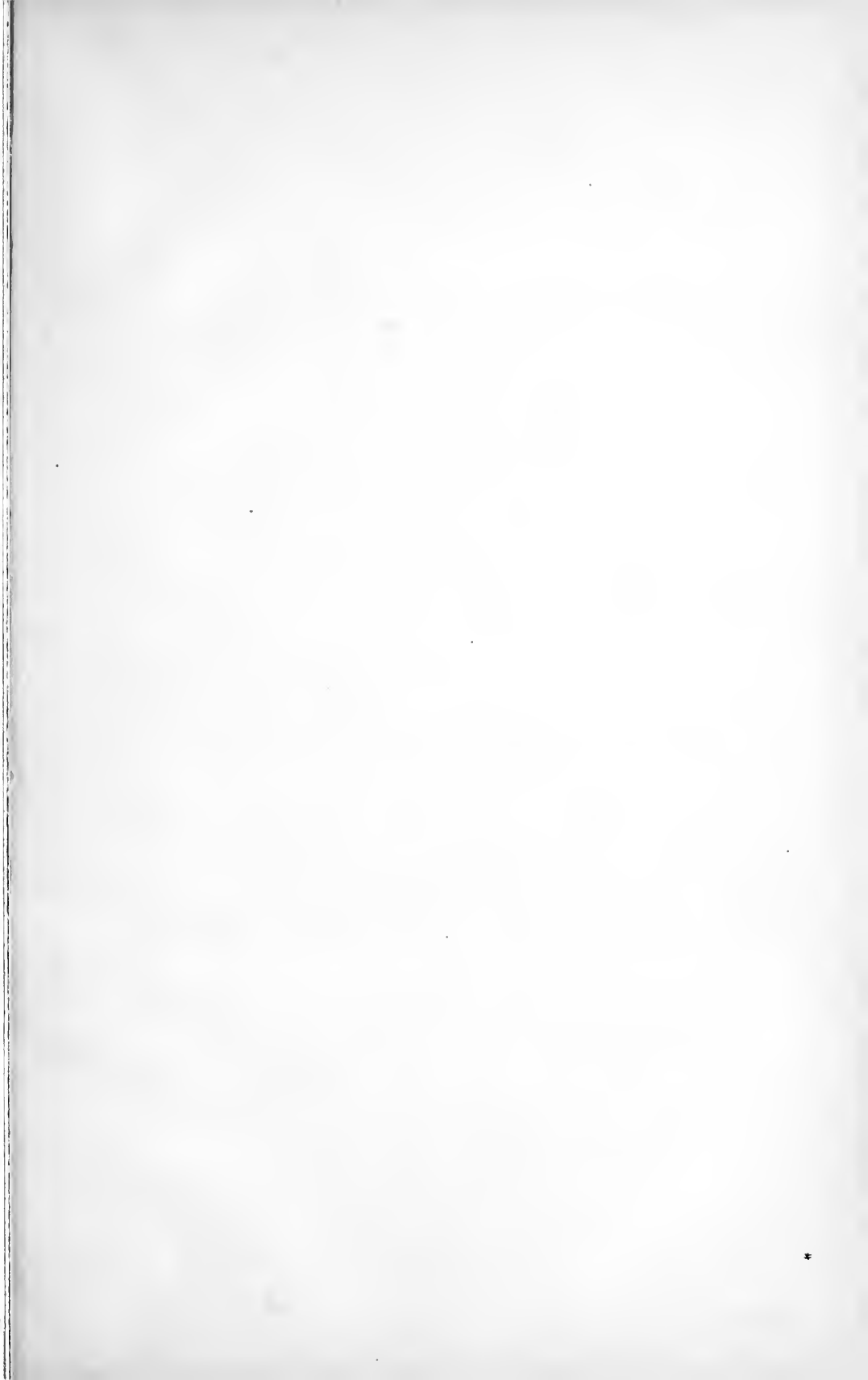
(3) All passenger steamers shall, in addition to the regular pilot watch, have one of the crew also on watch, in or near the pilot house; and this rule applies to all steamers navigating in the night.

(Sec. 9, 10, 11, p. 179. General Rules and Regulations, Board of Supervising Inspectors, 1920.)

Water lights, self-igniting.—The self-igniting water lights for buoyage shall consist of a cylinder made of the best grade of 107-stand in plate or equally efficient material, painted on the outside with not less than two coats of the best oil paint of zinc or lead, and shall be so designed as to be non-explosive, and shall be free from any defects which may affect the serviceability or operation of the light. The cylinder shall be sufficiently weighted in the bottom to recover and maintain an upright position in the water, and the circumferential and horizontal seams of the cylinder shall be flush, rounded, and considered, and the top circumferential seam shall be flush, and to prevent the lodgment of water. (Sec. 37, p. 100, sec. 48, 1920. General Rules and Regulations, Board of Supervising Inspectors, 1920.)

Whaling vessels.—Vessels engaged in whaling under a registry certificate to the privileges accorded fishing vessels under enrollment license. (R. S. 4333.)

Yachts and motor boats not designed for trade.—(1) Yachts and motor boats not designed for trade, or for national defense, and pleasure boats are subject to a tax each year as noted in the following paragraphs. (Act of March 3, 1903, sec. 1003.) Every person liable to this tax must file a return with the collector of the district. Failure to file this return shall be liable to a penalty of \$100. Returns are not required for boats not over 5 tons (net) and not over 32 feet in length, and with respect to boats specifically exempt under the act, a special tax stamp indicating payment of the tax must be placed on the name or other description of the boat. The name of the boat must be kept on board whenever





the boat is in use and must be shown on demand to any officer of the customs service. No card certificate is required for a boat falling below the tonnage and length specified. Casual employment at irregular intervals for the convenience of the owner or his family will not cause the tax to be attached to a boat which is entirely devoted to trade except for such limited use. (See Reg. 59, Internal Revenue.)

(2) Yachts may be licensed (not if owned by nonresident citizen of United States, except consul, agent, or partner of a company in foreign country; not if owned by nonresident naturalized citizen of United States or if under foreign flag) to proceed from port to port in the United States and to foreign ports without entering or clearing at the customhouse. Such vessels so enrolled and licensed are not allowed to carry passengers for pay or transport merchandise. The vessel must have its name and home port on some conspicuous place on the hull, subject to R. S. 4214. (See par. 5 of this art.)

(3) No licensed yacht may engage in trade or violate the revenue laws and such shall comply with the laws in all respects. Fine, \$200, plus any other penalty imposed by law. (R. S. 4214.)

(4) Yachts may carry yacht signals of the form, size, and colors prescribed by the Secretary of the Navy. (R. S. 4215.)

(5) Every yacht except those 15 gross tons and under visiting a foreign country shall upon return to the United States make entry at the customhouse and deliver manifests showing the dutiable goods on board. (R. S. 4218.)

(6) The hull and boiler of every yacht propelled by steam shall be inspected. (R. S. 4426.)

(7) The hull and boilers of every ferryboat, canal boat, yacht, or other small craft of like character propelled by steam shall be inspected under the provisions of this title. Such other provisions of law for the better security of life as may be applicable to such vessel shall, by the regulations of the board of supervising inspectors, also be required to be complied with before a certificate of inspection shall be granted, and no such vessel shall be navigated without a licensed engineer and licensed pilot: *Provided, however*, That in open steam launches of 10 gross tons and under, one person, if duly qualified, may serve in the double capacity of pilot and engineer. (R. S. 4426, acts Dec. 22, 1890; Jan. 18, 1897; Mar. 3, 1905, sec. 4; May 6, 1906.)

153. **Yachts, classes of.**—Ocean and coastwise steam yachts shall be divided into the following classes:

(a) Steam yachts navigating more than 20 nautical miles offshore.

(b) Steam yachts navigating 20 nautical miles or less offshore.

(Sec. 1, p. 174, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

154. **Yachts—Fire apparatus.**—(1) Pleasure steamers shall be provided with at least one double-acting steam fire pump.

Fire mains shall be led from the pumps to all decks with a sufficient number of outlets arranged so that all parts of the vessel may be reached with water.

Suitable hose with nozzles and spanners shall be provided, but it shall not be necessary that the hose be coupled to hydrants, but shall be convenient to the hydrants in case of fire.

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(2) Fire buckets, axes, and fire extinguishers shall be provided in accordance with the table in Rule IV.

(Secs. 14 and 15, p. 176, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

155. Yachts, lifeboats for.—(1) Steam yachts navigating more than 20 nautical miles offshore shall be required to have lifeboat and life-raft capacity for all persons on board. Not less than 75 per cent of the total capacity shall be in lifeboats and 25 per cent may be in collapsible lifeboats or rafts of an approved type.

(2) Steam yachts navigating 20 nautical miles or less offshore shall be required to have lifeboat and life-raft capacity to accommodate all persons on board. Not less than 75 per cent of the total capacity shall be in lifeboats and 25 per cent may be in approved collapsible lifeboats or life rafts. Vessels of this class during the interval between May 15 and October 15 in any one year, both dates inclusive, shall only be required to be equipped with lifeboats and life rafts to accommodate 70 per cent of all persons on board, not less than 50 per cent of which shall be in lifeboats and 50 per cent may be in collapsible lifeboats or life rafts of an approved type.

(3) Each lifeboat shall be provided with a suitable name board, or the name of the vessel shall be marked on the bow or stern of the lifeboat.

(Secs. 2 and 3, p. 174; sec. 9, p. 175, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

156. Yachts—Life buoys.—Steam yachts shall be equipped with ring buoys with attached self-igniting water lights as provided for passenger steamers of corresponding length. (Sec. 16, p. 176, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

157. Yachts, life preservers on.—These vessels shall be equipped with an approved life preserver for each person on board. (Sec. 13, p. 176, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

and the provisions of the General Rules and Regulations shall be provided in accordance with the provisions of the General Rules and Regulations, Board of Supervising Inspectors, 1920.

(1) Steam yachts navigating more than 100 miles from shore shall be required to have lifeboat and life-raft capacity for all persons on board. Not less than 75 per cent of the total capacity shall be in lifeboats and 25 per cent may be in lifeboats or rafts of an approved type.

(2) Steam yachts navigating 20 nautical miles or less from shore shall be required to have lifeboat and life-raft capacity to accommodate all persons on board. Not less than 75 per cent of the total capacity shall be in lifeboats and 25 per cent may be in approved lifeboats or life rafts. Vessels of this class during the months of May 15 and October 15 in any one year, both dates inclusive, shall only be required to be equipped with lifeboats and life rafts to accommodate 70 per cent of all persons on board, not less than 50 per cent of which shall be in lifeboats and 20 per cent may be in collapsible lifeboats or life rafts of an approved type.

(3) Each lifeboat shall be provided with a suitable name board, the name of the vessel shall be marked on the bow or stern of the lifeboat.

(4) See 2 and 3, p. 174; sec. 9, p. 175. General Rules and Regulations, Board of Supervising Inspectors, 1920.

(5) Lifeboats—Life boats.—Steam yachts shall be equipped with ring buoys with attached self-igniting water lights as provided for passenger yachts of corresponding length. (Sec. 16, p. 176, General Rules and Regulations, Board of Supervising Inspectors, 1920.)

(6) Yachts life preservers on.—These vessels shall be equipped with an approved life preserver for each person on board. (Sec. 17, p. 177, General Rules and Regulations, Board of Supervising Inspectors, 1920.)





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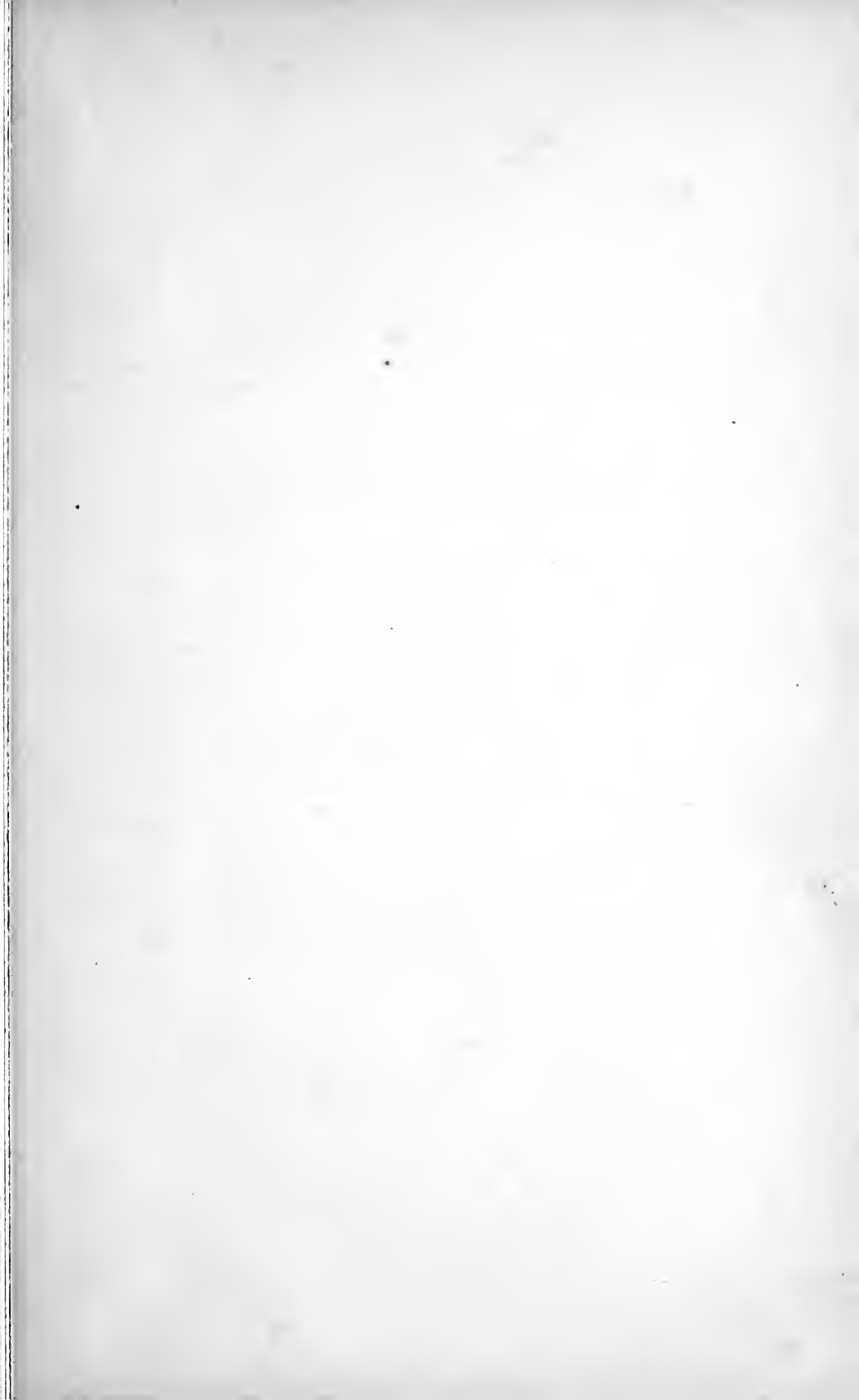
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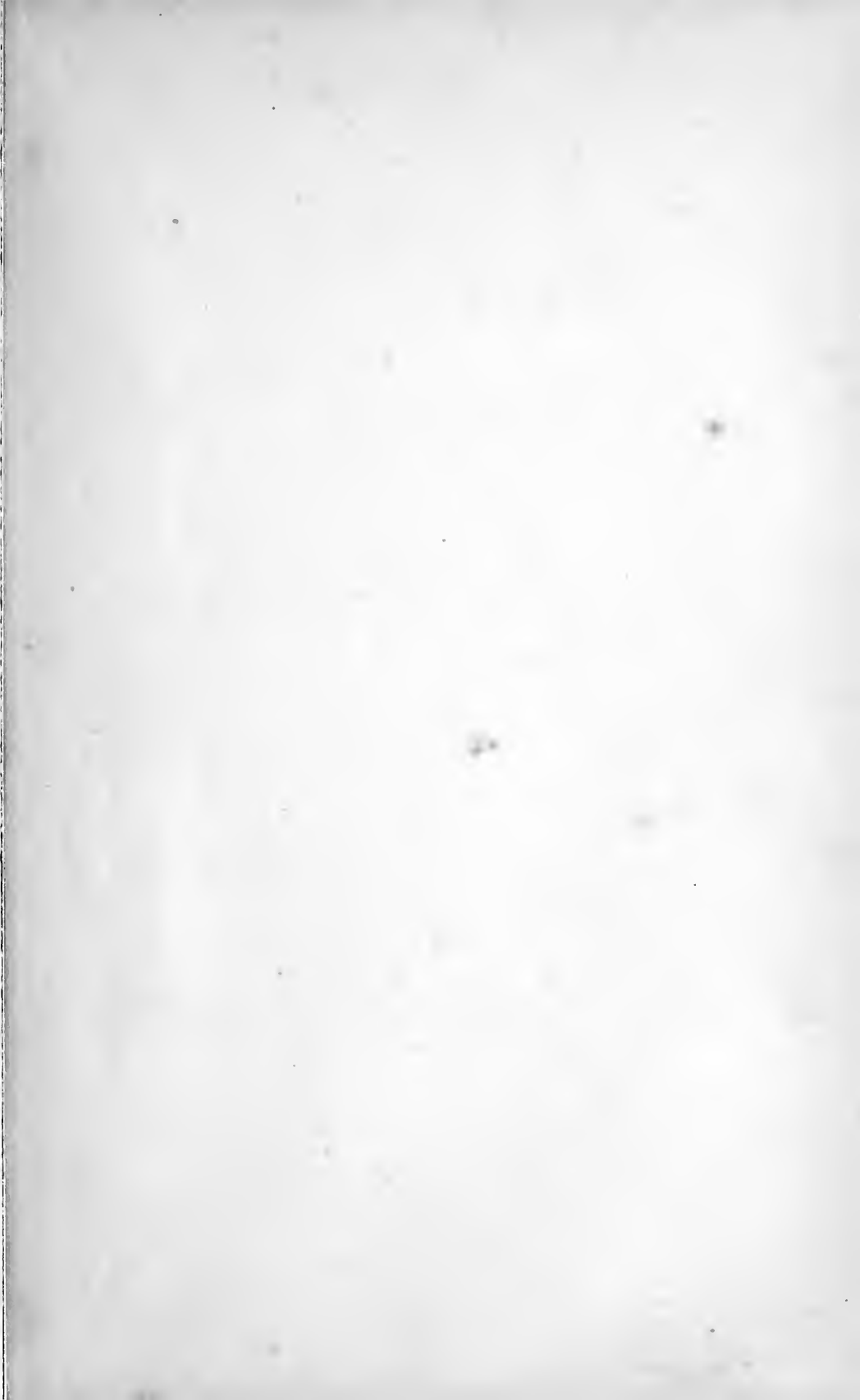
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